



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday June 17, 2015

10 a.m.

BART Boardroom
Kaiser Center 20th Street Mall
344-20th Street, 3rd Floor
Oakland, CA 94612
(see attached map)

Simultaneous teleconference calls will take place at:

<p>*San Jose City Hall -- Tower Building 200 E. Santa Clara Street, Room #T1853 San Jose, CA</p>
<p>*Placer County Transportation Planning Agency 299 Nevada Street Auburn, CA</p>

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Minutes of the February 18, 2015 Meeting *Action*
- V. Consent Calendar *Action*
 - 1. Proposition 1B – FY 14-15 Transit Safety/Security Intercity Passenger/Commuter Rail Projects
 - 2. On-Call Consultants for Service Planning and Engineering/Design Services [2015-2020]
 - 3. On-Call Consultants to Support CCJPA Bike Access Plan [2015-2020]
 - 4. CCJPA Operations Database Business Intelligence Project – Phase 2
- VI. Action and Discussion Items
 - 1. Legislative Matters/Governor’s May Revise State FY 15-16 Budget *Action*
 - 2. CCJPA Capitol Corridor Station Security Cameras – Phase II *Action*
 - 3. CCJPA Capitol Corridor Station Signage Program – Phase 1 *Action*
 - 4. FY16 Marketing and Communications Plan: FY 16 Advertising Contract *Action*
 - 5. Overview of Draft FY 15-16 CCJPA Budget [Operations, Administration, Marketing] *Info*
 - 6. Update on CCJPA Safety Initiatives: Station Platform Access and Positive Train Control *Info*
 - 7. Managing Director’s Report *Info*
 - 8. Update on Proposed Extension of Capitol Corridor Trains to Salinas [by Project Sponsor/TAMC] *Info*
 - 9. Work Completed *Info*
 - a. Business Plan Update (FY 2015-16 – FY 2016-17)
 - b. Marketing Activities (February – May 2015)
 - 10. Work in Progress *Info*
 - a. Oakland – San Jose Phase 2 Project
 - b. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering
 - c. Proposition 1B Transit Safety/Security Improvement Projects
 - d. On-Board Information System Project Implementation Agreement
 - e. Capitol Corridor Station Bicycle eLocker Project
 - f. Improvements to CCJPA Website and Automated Interactive Voice Response System
 - g. Vision and Service Planning Ad-Hoc Subcommittee: Vision Plan Implementation Program
 - h. Upcoming Marketing Activities
- VII. Board Member Reports
- VIII. Public Comments
- IX. Adjournment. Next Meeting Date: 10:00 a.m., September 16, 2015, at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

Notes:

Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under Public Comment. Speakers are limited to three (3) minutes for any item or matter. The CCJPA Board reserves the right to take action on any agenda item.

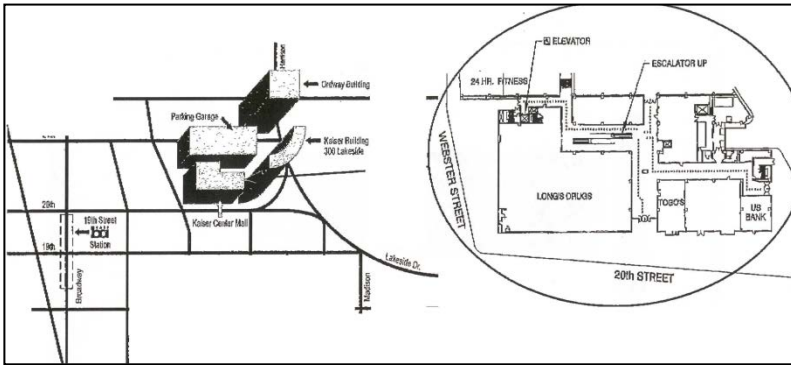
Consent calendar items are considered routine and will be enacted, approved or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

The CCJPA Board provides services/accommodations upon request to persons with disabilities who wish to address Board matters. A request must be made within one and five days in advance of a Board meeting, depending on the service requested. Call (510) 464-6085 for information.

DIRECTIONS TO BART BOARD ROOM (OAKLAND)

San Francisco Bay Area Rapid Transit District - Board Room

Kaiser Center 20th Street Mall - Third Floor
344 20th Street, Oakland, California 94607



DRIVING DIRECTIONS

From the South Bay (San Jose/Fremont/Hayward)

Take I-880 North
Exit on Oak Street; turn right onto Oak Street
Follow Oak Street as it turns into Lakeside Drive
Follow Lakeside Drive to 20th Street; stay toward the left
Bear right into Kaiser Center Parking Garage

From the East Bay (Vallejo/Richmond/Berkeley)

Take I-80 West toward San Francisco
Merge onto I-580 East toward Hayward
Exit on Harrison Street, stay to the right
Follow Harrison Street (which becomes Lakeside Drive)
to 20th Street
Turn right into Kaiser Center Parking Garage

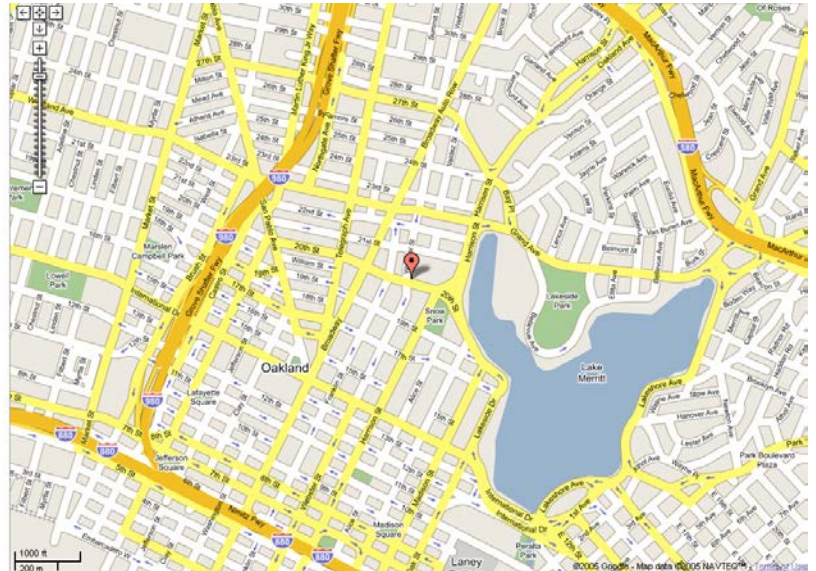
CAPITOL CORRIDOR DIRECTIONS

via BART 19th Street Station

1. From the North, get off Capitol Corridor at the Richmond Station, transfer to BART. Take BART to the 19th Street BART station.
2. From the South, get off Capitol Corridor at the Oakland Coliseum Station, transfer to BART. Take BART to the 19th Street BART station.

AT BART:

Take the 20th Street exit
Walk 3 blocks east on 20th Street, toward Lake Merritt



From Kaiser Center Parking structure

Mall Entrance on levels A, B, and E
Accessible entrance for Persons with Disabilities is available from Level A
Directions to the BART Board Room

The BART Board Room is located on the 3rd Floor (Roof Garden level) of the Kaiser Center 2011 I Street Mall. Follow signs In the Mall to the Board Room. From the ground floor, take the escalator or elevator to the 3rd Floor (Roof Garden level). Elevators are also located in the parking garage.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

**Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 96th Meeting
February 18, 2015**

The 96th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, February 18, 2015, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; and Santa Clara Valley Transportation Authority, 3331 North First Street, Conference Room C-118, San Jose, California. Chair Gail Murray presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Chair Murray called the meeting to order at 10:00 a.m.

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair Gail Murray, San Francisco Bay Area Rapid Transit District (BART); Rick Jennings, Sacramento Regional Transit District (SRTD); Steve Miller, SRTD; Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Susan Rohan, PCTPA; Robert Davis, Yolo County Transportation District (YCTD); Lucas Frerichs, YCTD; Zakhary Mallett, BART; Robert Raburn, BART; and Rebecca Saltzman, BART.

Directors Jack Batchelor, Solano Transportation Authority (STA); and Jim Spering, STA, entered the meeting later.

Directors present in San Jose: None.

Absent: Directors Rose Herrera, Santa Clara Valley Transportation Authority (SCVTA); Magdalena Carrasco, SCVTA; Nicholas Josefowitz, BART; and Tom Radulovich, BART.

III. Report of the Chair.

Chair Murray introduced newly appointed Director Jennings, representing the Sacramento Regional Transit District. Chair Murray welcomed Director Rohan as a representative of the Placer County Transportation Planning Agency after performing as an alternate. Chair Murray referred the Board to the prepared Report of the Chair in their handouts.

IV. Minutes of November 19, 2014 Meeting. Chair Murray introduced the Minutes of the November 19, 2014 Meeting. Director Holmes moved approval of Item IV. Minutes of the November 19, 2014 Meeting. Director Raburn seconded the motion, which passed by voice vote. Ayes: 9 – Directors Murray, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, and Saltzman. Noes: 0. Abstain: 1 – Director Jennings. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, Radulovich, Spering and Batchelor.

V. Consent Calendar. Chair Murray brought forward the Consent Calendar. Director Raburn asked that Item V.1 be removed from the Consent Calendar. Director Saltzman moved adoption of Item IV.2. Resolution No. 15-02, In the Matter of Approving an Updated Authorization of CCJPA Funds for the Union Pacific Railroad Oleum Tunnel Safety Improvement Project; and Item IV.3. Resolution No. 15-03, In the Matter of Providing Authorization of CCJPA Funds for the Capitol Corridor Operations Database Business Intelligence Project. Director Frerichs seconded the motion, which passed by unanimous acclamation. Ayes: 10 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, and Saltzman. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, Radulovich, Spering and Batchelor.

Directors Batchelor and Spering entered the meeting in Suisun City.

Chair Murray reintroduced Consent Calendar Item V.1. CalEOS FY14-15 Safety/Security Improvement Project. Mr. David Kutrosky, Managing Director, described the recommendation to adopt the CCJPA project list for the California Office of Emergency Services (CalOES) for the Transit Safety/Security program. The item was discussed. Director Raburn moved adoption of Resolution No. 15-01, In the Matter of Providing Authorization to Obtain FY14-15 Funds from the State of California Office of Emergency Services. Director Batchelor seconded the motion, which passed by unanimous acclimation. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

V. Action and Discussion Items.

1. CCJPA FY2015-16/FY2016-17 Business Plan Update. Mr. Kutrosky presented the proposed Business Plan Update and described the public participation and review process.

Mr. Mike Barnbaum and Mr. Peter Warner addressed the Board.

Directors Frerichs and Spering moved adoption of Resolution No. 15-04, In the Matter of Approving the State Fiscal Year 2015-16/FY 2016-17 Business Plan Update for the Capitol Corridor Service for the Capitol Corridor Joint Powers Authority. Director Jennings seconded the motion, which passed by the required two-thirds majority roll call vote. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

2. Legislative Matters. Mr. Kutrosky provided an overview of proposed legislative matters affecting Capitol Corridor Service. The item was discussed.

Director Davis moved that the Board authorize the Executive Director to submit a letter(s) of support or opposition for actions relating to the proposed legislative matters affecting Capitol Corridor service, including modifications as provided by the CCJPA Board, including a letter of support for HR 749: Passenger Rail Reform and Investment Act of 2015. Director Spering seconded the motion, which passed by unanimous acclimation. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

3. Capitol Corridor Project List: FY2014-15/FY2015-16 Cap and Trade Transit/Intercity Rail Program. Mr. Kutrosky described the proposed grant application for funding of capital projects through the FY2014-15/FY2015-16 Cap and Trade Transit/Intercity Rail Program.

Director Saltzman moved adoption of Resolution No. 15-05, In the Matter of Authorizing the Submittal of Grant Applications for the FY2014-15/FY2015-16 Cap and Trade Transit/Intercity Rail Capital Program for Projects to Improve the Capitol Corridor Service.

Director Holmes seconded the motion, which passed by the unanimous acclimation. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

4. On-Board Information System Project Implementation Agreement. Mr. Kutrosky introduced Mr. Jim Allison, Planning Manager, who described the funding agreement and scope for a project partnership with Amtrak for implementation of an On-Board Information System project for Capital Corridor service.

Director Batchelor moved adoption of Resolution No. 15-06, In the Matter of On-Board Information System Project Funding Agreement with Amtrak for the Capitol Corridor Joint Powers Authority.

Director Holmes seconded the motion, which passed by the unanimous acclamation. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

5. Vision Plan Implementation Program. Mr. Allison reviewed the funding and related agreements required to advance the next phases of the Vision Plan Update, the Vision Implementation Plan.

Director Mallett moved adoption of Resolution No. 15-07, In the Matter of the Vision Plan Implementation Program for the Capitol Corridor Joint Powers Authority. Director Davis seconded the motion, which passed by the unanimous acclamation. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

6. Capitol Corridor Station Bicycle eLockers Project. Mr. Allison described the procurement and installation of Capitol Corridor station bicycle electronic lockers from eLock Technologies, LLC. Director Miller proposed an amendment to the resolution, adding a clarifying phrase “actual funding up to” in the initial Resolved paragraph.

Director Raburn moved adoption of Resolution No. 15-08, In the Matter of Approving the Procurement of Station Electronic Bicycle Lockers to eLock Technologies, LLC for Installation at Select Capitol Corridor Stations, as amended. Director Jennings seconded the motion, which passed by the unanimous acclamation. Ayes: 12 – Directors Murray, Jennings, Miller, Holmes, Rohan, Davis, Frerichs, Mallett, Raburn, Saltzman, Spering and Batchelor. Noes: 0. Absent: 6 – Directors Herrera, Carrasco, Josefowitz, and Radulovich.

Director Rohan exited the meeting in Suisun City.

7. Managing Director’s Report. Mr. Kutrosky reviewed the recent system performance indicators, highlighting ridership, revenue, on on-time performance, and progress of station and platform safety upgrade projects. The item was discussed.

Mr. Mike Barnbaum addressed the Board.

8. Work Completed and 9. Work in Progress. Chair Murray invited questions or comments from the Board on Items 8 and 9. No comments were received.

Ms. Patricia Haman addressed the Board under Item 9.d. Station Platform Safety Upgrades.

VI. Board Member Reports. Chair Murray invited Board member reports. None were received.

VII. Public Comments. Chair Murray invited comment from the public. Mr. Peter Warner, Ms. Patricia Haman and Mr. Roger Haman addressed the Board.

VIII. Adjournment. The Meeting adjourned at 11:41 a.m. Next Meeting Date: 10:00 a.m., April 15, 2015 at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the February 18, 2015 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CalOES FY 15-16 TRANSIT SAFETY/SECURITY PROJECT PROGRAM

PURPOSE

For the CCJPA Board to adopt the recommended CCJPA project list for the CalOES FY 15-16 Transit Safety/Security Project Program.

BACKGROUND

Each year for the 10-year term of the Proposition 1B, bond funds are administered by the California Office of Emergency Services (CalOES) for the Transit Safety/Security program. The CCJPA is an eligible agency to receive an annual program of \$1.934 million for the duration of Prop 1B. The CCJPA is required to propose the projects to CalOES to receive these funds for the fiscal year for which funds are programmed. For FY 15-16, the CCJPA is nominating the following two projects to be funded using the \$1,934,422 available:

- Project 1: Facility and Wayside/Operational Safety Improvement Projects (\$934,422)
- Project 2: On-Board Information System (\$1,000,000)

Project 1 will enhance station safety/security through better visual signage and platform demarcation improvements, and other related station safety improvements. The wayside/operational safety will be enhanced by reducing intrusion into the right-of-way through the use of fencing as well as shoring up physically vulnerable portions of the track right-of-way to improve the safety of train operations.

Project 2, the on-board information system, will replace non-ADA compliant on-train signage with compliant on-train coordinated audio and video messaging. Such messages will include station arrival information and safety/security customer service messages which are automated by geo-location and can be modified real time as circumstances require. Initial investments will be in system design and function followed by installation all done in coordination with Amtrak and Caltrans Division of Rail and Mass Transit.

As a reminder, there is a narrow window to expend these annual Prop 1B funds and, often times, the CCJPA and its project partners shift project funding shares between the adopted projects in each fiscal year to meet these restricted CalOES timelines. The CCJPA Board will be provided with any project updates should such funding shifts occur.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the list of projects for inclusion in the CalEOS FY 15-16 Transit Safety/Security Project Program and authorizes the flexibility to adjust the allocation of such funding among the approved projects in order to meet CalOES fund expenditure requirements.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of

Providing Authorization to Obtain FY 15-16 Funds

From the State of California Office of Emergency Management Services

Resolution No. 15-09

WHEREAS, Proposition 1B (“Prop 1B”), titled *the “Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006,”* was passed by the state’s voters on November 7, 2006 and provides \$19.925B in general obligation bonds that will become available through annual enactment by the Legislature for improvements to the state’s transportation network; and

WHEREAS, one of those funding accounts established in Proposition 1B was \$1 billion from the Transit Security and Safety Account, of which, \$150 million was set aside for the state’s intercity passenger rail system and Metrolink commuter trains in Southern California and Altamont Corridor Express and San Joaquin trains in Northern California; and

WHEREAS, these Prop 1B transit safety and security funds for intercity passenger and commuter rail trains have been named “California Transit Security Grant Program - Intercity Passenger/Commuter Rail” (“CTSGP-IPCR”) and are to be allocated by California Office of Emergency Services (“CalOES”); and

WHEREAS, CCJPA has developed a list of eligible projects for the Capitol Corridor for its share of FY 15-16 State appropriations of \$1,934,422 from CalOES listed below:

- Facility and Wayside/Operational Safety Improvement Project (\$934,422) and
- On-Board Information System (\$1,000,000)

WHEREAS, CalOES requires that the governing body of each recipient agency adopt a resolution authorizing the person or persons who may enter into agreements with CalOES on behalf of the governing body; and

WHEREAS, in order to meet the expenditure timelines stipulated by CalOES for the allocation of annual funds, the CCJPA seeks to achieve the flexibility to adjust the allocation of such CalOES funding among the approved projects; and

RESOLVED, that the Board of Directors of the Capitol Corridor Joint Powers Authority provides that the Executive Director or Managing Director are hereby authorized to execute for and on behalf of the Capitol Corridor Joint Powers Authority, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by CalOES, including adjustment of such funding between adopted CTSGP-IPCR Projects starting with the allocated CalOES FY 15-16 funds.

Certification

I, Kenneth A. Duron, duly appointed and Secretary of the Board of Directors do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Board of Directors of the Capitol Corridor Joint Powers Authority on the ____ day of _____, 2015.

Signature

Date

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: ON-CALL PLANNING/ENGINEERING PROFESSIONAL SERVICES [2015-2020]

PURPOSE

For the CCJPA Board to authorize procurement of a five-year term [2015-2020] for on-call professional services for various service planning and engineering/design needs related to Capitol Corridor train service.

BACKGROUND

In recent years, CCJPA has been involved in several rail service expansion and extension projects, the CCJPA Vision Plan, and numerous other miscellaneous rail focused planning/design efforts. Each of these efforts has required the use of external consultants with expertise in railroad engineering design, planning, environmental documentation/permitting, and/or service/operations planning. To accomplish these tasks, the CCJPA has benefitted from BART's own on-call system to obtain some of those experts, but did so under the authorized funding capacity of the BART on-call capacities – in some cases the BART cap limited CCJPA's ability to be responsive. In other situations the CCJPA has had to expend considerable staff resources conducting a procurement process for rail consultants to assist CCJPA with specific tasks or projects. In the future, CCJPA will require a more nimble means to assign rail consultants to future rail planning/design tasks than borrowing from BART's on-call capacity or through the costly, from a staff resource perspective, procurement process for each project.

Establishing on-call rail planning/design expertise for a five year term will vastly improve CCJPA's responsiveness to a wide variety of situations whether they be grant opportunities or planning and/or design needs. The CCJPA already has a list of potential actions over the next five years which are expected to require the use of expert rail planning/design consultants. Some potential projects and tasks are: Typical railroad operations planning and engineering design tasks include, but not limited to:

- Environmental documentation (CEQA/NEPA) and permitting
- Cap and Trade applications
- Track engineering design for capital projects
- Operations scheduling
- Vision Plan element planning, engineering, and documentation

The total cost for the five-year on-call service planning and engineering/design professional services will not exceed \$2,000,000, given available funds. Projects and tasks for these professional services will be on a task order-based format and staff would pursue work if sufficient funds had been identified to complete the task(s). Any tasks over \$100,000 will be presented to the CCJPA Board for approval.

The service planning and engineering design consultant team will be competitively selected following BART (managing agency of CCJPA) procurement procedures. A Request for Statement of Qualifications (RFSOQ) is the planned approach to elicit responses. The CCJPA would convene a team of staff and outside parties to evaluate responses, interview and select the consultant team, and negotiate a contract, in order to establish the relationship with CCJPA to become the on-call service planning/design consultant for Capitol Corridor service.

RECOMMENDATION

CCJPA staff recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements necessary to secure funding and related agreements for the competitive procurement processes for on-call railroad operations planning/design professional services for a 5-year period [2015-2020] in an amount not-to-exceed \$2,000,000.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Providing Authorization for the
Procurement of On-Call Service Planning
And Engineering/Design Professional Services [2015-2020]/

Resolution No. 15-10

WHEREAS, the CCJPA regularly has need of professional railroad design, service planning, environmental documentation, and other associated consultancy needs; and,

WHEREAS, without the on-call services of expert consultants, procurement in association with each and every design/planning or grant funding opportunity and need can require significant and repetitive use of staff resources; and,

WHEREAS, CCJPA anticipates a growing opportunity for funding, including Cap and Trade funding, for intercity passenger rail projects that will require railroad operations, design, planning, environmental documentation, grant application assistance, and engineering analysis; and

WHEREAS, the use of an on-call rail planning/design consultant over a period of five years would help CCJPA best utilize its limited resources to fulfill future anticipated rail planning, design, grant application, engineering, and environmental documentation needs; and

RESOLVED, that the CCJPB does hereby authorize the CCJPA Executive Director or her designee to procure a consultant for on-call service planning and engineering/design and related professional services for the period of 2015-2020 for an amount not to exceed \$2,000,000.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 80%; margin: 0 auto;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: ON-CALL BICYCLE ACCESS PLANNING PROFESSIONAL SERVICES [2015-2020]

PURPOSE

For the CCJPA Board to authorize procurement for on-call professional consultancy services for various bicycle access planning needs (over a five-year term) related to Capitol Corridor train service.

BACKGROUND

Access to the Capitol Corridor service by bicycle users has doubled over the last 5 years, and CCJPA has already taken several major steps to accommodate and support bicycle usage in conjunction with train ridership. Train cars have been modified to allow bicycle storage on the train, and the CCJPA Bicycle Access Plan, adopted in 2013, identified specific actions on the train and at station that CCJPA, working along with its partners, can take to improve bicycle access to and from the train and the stations. Since 2013, CCJPA has implemented or is developing multiple projects that were identified in the Bicycle Access Plan, including increasing on-train bicycle storage and installing electronic bicycle lockers at Capitol Corridor stations.

In the near future the CCJPA needs to be in a more nimble and effective position to respond to a wide variety of opportunities or needs related to bicycle actions associated with Capitol Corridor service. Establishing a vendor to serve CCJPA on an on-call basis for up to five years for bicycle planning services will vastly improve CCJPA's responsiveness to a wide variety of situations whether they be grant opportunities or planning needs. The CCJPA already has a list of potential actions over the next five years which can be taken by CCJPA and its station and service partners to improve bicycle access to and from the train and stations. Some possible projects and tasks are:

- Research and identify additional actions that CCJPA and its partners can take to support bicycle access to Capitol Corridor trains and stations in addition to the actions identified in the Bicycle Access Plan.
- Update the CCJPA Bicycle Access Plan.
- Design and implement surveys related to bicycle use of Capitol Corridor passengers.
- Work as an intermediary with local station cities and CCJPA to improve safe bicycle access to/from stations in planning or project implementation.

Staff estimates that the upper bound of bicycle related professional planning services over this five-year period would not be expected to exceed \$500,000. Projects for these professional services will be utilized on a task order-based format and would advance if sufficient funds had been secured to complete the requested task(s).

The bicycle access consultant team will be competitively selected following BART (managing agency of CCJPA) procurement procedures. A Request for Statement of Qualifications (RFSOQ) is the planned approach to elicit responses. Any tasks over \$100,000 will be presented to the CCJPA for approval.

The CCJPA staff would convene a team of staff and outside parties to evaluate responses, interview and select the consultant team, and negotiate a contract, in order to establish the relationship with CCJPA become the on-call bicycle planning consultant for Capitol Corridor service.

RECOMMENDATION

CCJPA staff recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to secure funding and related agreements for the competitive procurement processes for on-call bicycle access planning professional services for a 5-year period [2015-2020] in an amount not-to-exceed \$500,000.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Providing Authorization for the
Procurement of On-Call Bicycle Access Planning
Professional Services [2015-2020]/

Resolution No. 15-11

WHEREAS, the CCJPA Board adopted the Bicycle Access Plan in February 2013 which established the plans for several actions to better coordinate bicycle access with the Capitol Corridor service; and,

WHEREAS, bicycles used in conjunction with the Capitol Corridor service remain in a growth mode and will require ongoing planning and subsequent actions to successfully adapt to the demand; and

WHEREAS, without the on-call services of expert consultants, procurement in association with each and every planning and/or grant funding opportunity and need can require significant and repetitive use of staff resources; and,

WHEREAS, CCJPA can project that there is need to study additional actions that can be taken by CCJPA and its partners to improve bicycle access and to evaluate effectiveness of current actions that are intended to improve bicycle access; and,

WHEREAS, the use of an on-call bicycle planning consultant over a period of five years (2015-2020) would help CCJPA best utilize its limited resources to fulfill future anticipated bicycle access planning needs; and,

RESOLVED, that the CCJPB does hereby authorize the CCJPA Executive Director or her designee to procure a consultant for on-call bicycle access planning and related professional services for the period of 2015-2020 for an amount not to exceed \$500,000.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 100%;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CCJPA OPERATIONS DATABASE BUSINESS INTELLIGENCE PROJECT PHASE 2

PURPOSE

For the CCJPA Board to approve a budget not to exceed \$150,000 to further develop business intelligence tools using operations data collected on the Capitol Corridor service.

BACKGROUND

Over the years, CCJPA has been receiving and utilizing data provided by Amtrak in formatted daily and monthly reports, which has been used by the CCJPA to illustrate the performance of the Capitol Corridor service and has been used to implement changes/improvements to the service. In late 2014, Amtrak began sending filtered data (for Capitol Corridor service only) to CCJPA staff which is sent electronically and is in a raw, unformatted form. With this delivery of data, the CCJPA has already begun work (Phase 1) with database development specialists to use this data and use it to improve the CCJPA's management and business practices of the Capitol Corridor service (i.e., trend lines).

This timing is concurrent with the application of business intelligence tools (database tools) across many industries to use data to improve management and business practices. BART, as the CCJPA Managing Agency, through its Office of Information Technology (IT), has been assisting CCJPA staff with receiving this flow of data from Amtrak and the CCJPA has utilized BART's procured database development specialist with development of business intelligence tools.

After receiving CCJPA Board approval in February 2015 (Resolution 15-03) to enter into necessary agreements to initiate this project with a budget not-to-exceed \$150,000, CCJPA has begun working on the Business Intelligence project with a consulting team in April 2015. Since then, the consultants have set up the foundations of a database that will organize multiple sources of Amtrak operations data and have started creating custom reports for ridership trend analysis. By the end of July 2015, custom reports for ridership and delay will be complete and usable by CCJPA staff.

Phase 2 of the Business Intelligence Project involves further development of the custom data analysis dashboard and platform expanding upon the ridership and delay data, expanding this relationship to other data such as in food sales, fuel usage, and other key operational factors. The consultants will continue working with Amtrak to refine and expand the data contents that CCJPA receives from Amtrak, and CCJPA staff will receive instructions and training on how to use the Business Intelligence system.

The estimated cost to develop the Phase 2 business intelligence tools and supporting database(s) is not expected to exceed \$150,000. Staff has secured \$150,000 in FY 15 Capitol Corridor Reinvestment Program (CCRP) funds for this Phase 2 project.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to further develop business intelligence tools (Phase 2) for CCJPA operations data analysis for an amount not-to-exceed \$150,000.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorizing CCJPA Funds for the
Capitol Corridor Operations Database Business Intelligence Project Phase 2/

Resolution No. 15-12

WHEREAS, the development of database analysis tools for CCJPA begun in April 2015 in Phase 1 has advanced significantly such that the CCJPA is poised to progress with the CCJPA Operations Database Business Intelligence Project (“Project”) into the next phase of work when Phase 1 is completed; and

WHEREAS, Amtrak is providing data feeds that have been filtered to provide data files relating to the operation of the Capitol Corridor service and refinements in that data feed are progressing; and

WHEREAS, the Project is already developing data analysis tools to allow the CCJPA to analyze data in an efficient and flexible manner for trends and business analysis needs; and

WHEREAS, the estimated cost to continue into Phase 2 developing business intelligence tools and supporting database(s) is \$150,000; and

WHEREAS, CCJPA has secured \$150,000 in FY 15 Capitol Corridor Reinvestment Program (CCRP) funds to finance the Phase 2 Project;

RESOLVED, that the CCJPB does hereby approve a budget for an amount not-to-exceed \$150,000 for the purposes of implementing the Capitol Corridor Operations Database Business Intelligence Project Phase 2 and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of such security measures.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to BART.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 100%;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS/GOVERNOR'S MAY REVISE STATE FY 14-15 BUDGET

PURPOSE

To provide the CCJPA Board with an overview of the proposed legislative matters affecting Capitol Corridor Service.

BACKGROUND

State Legislative Matters

Governor's May Revise of Draft FY 15-16 State Budget [CCJPA POSITION: SUPPORT]

On May 14, 2015, Governor Brown released the "May Revise," the Administration's update to the Governor's January Proposed Budget for FY 2015-16. Like the January Budget, the update contains minimal changes to the state's traditional transportation funding sources.

While the Governor's budget update does not consider any new options for funding highway maintenance, the Governor stated his commitment to find additional funding for state highways, stating that "In considering new funding sources, the state must focus on the priorities that are the state's core responsibility—maintaining and operating the state's network of highways and interstates, and improving the highest priority freight corridors. Funding should come from pay-as-you-go transportation user fees, and be sustainable as gasoline consumption falls." The Legislature, in response to this comment and previous remarks from the Governor, is developing proposals to put together a funding package by the end of the year (see Senate Bill 16 (Beall) below), which would generate billions of additional funds to be directed to state highways and local streets and roads.

FY 15-16 Budget to Support Operation of CA Intercity Passenger Rail Services. The funds to support the operation of the three California Intercity Passenger Rail (CIPR) services (San Joaquin, Capitol Corridor and Pacific Surfliner) remains the same as the current FY 14-15 budget amount at \$119 million. It is anticipated that this operating support of \$119 million will meet the Amtrak FY 16 budget forecasts received from Amtrak on March 31, 2015 for the three CIPR services. Staff will verify that the budget subcommittees in Assembly and Senate will approved the \$119 million operating budget. Additional funding will be needed for the start of the 7th San Joaquin round trip train (Central Valley-Oakland), slated to start in mid-2016.

Cap and Trade Auction Revenues to Transportation/CIPR Services. The most significant transportation-related update in the May Revision is the Administration's plan for spending additional Cap and Trade revenues. The May Revise proposes directing a significant amount of the additional revenue to mass transportation-eligible programs, totaling \$1.6 billion in FY 2015-16, including the Low-Carbon Transit Operations Program (LCTOP), the Transit and Intercity Rail Capital Program (TIRCP), and the Affordable Housing and Sustainable Communities Program (AHSCP). A summary of the Governor's expenditure plan can be found in the table below.

2015-16 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Jan 10/ Accelerated Drought</i>	<i>May Revision</i>	<i>Total</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	\$250	\$500
	State Transit Assistance	Low Carbon Transit Operations Program	\$50	\$50	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$100	\$165	\$265
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$200	\$200	\$400
	Air Resources Board	Low Carbon Transportation	\$200	\$150	\$350

The TIRCP program would have a budget of \$290 million [\$25M in prior programming + \$100M from the FY 15-16 budget proposal + \$165M from FY 15-16 May Revise], which would then be used to allocate funds to those project applications to the TIRCP Call for Projects submitted on April 10, 2015.

The CCJPA submitted a project application for this first round of TIRCP requesting \$4.7 million for a \$5.6 million project to reduce travel times for Capitol Corridor trains by 10 minutes between Sacramento and San Jose. (Note: ACE trains would receive a 5-minute travel time reduction.)

State Legislation

The following bills would benefit the CCJPA and/or the Capitol Corridor service; however it is unclear if each bill will progress through the legislative process during the remainder of 2015, the first year of the two-year 2015-2016 Legislative Session.

SB 16 (Beall) –Transportation Funding

[CCJPA POSITION- SUPPORT]

This bill is a comprehensive funding package that would increase fees and taxes on multiple motor fuels and vehicle fees to develop a \$3 billion-\$3.5 billion annual transportation program for the next five years. Specifically, SB 16 proposes to generate new revenue by (1) increasing the excise tax on gasoline by 10 cents in year one; the excise tax on diesel fuel by 12 cents in year one; the vehicle license fee by 35 percent over five years; the vehicle registration fee by \$35; and (2) creating a new vehicle registration fee of \$100 for zero-emission vehicles; and (3) repaying transportation loans.

While SB 16 strictly focuses on addressing California’s projected \$59 billion backlog of deferred maintenance on the state highway system, and \$78 billion funding shortfall for maintenance of local streets/roads, the California Transit Association (of which the CCJPA is a member agency) supports the investments proposed by SB 16, believing that the public, as well as transit services that rely on highways and streets/roads, deserve infrastructure in a state of good repair. Efforts are underway in parallel to educate the Legislature on transit’s (including the state’s intercity passenger rail network) funding needs, and advance a transportation funding proposal that tackles funding and infrastructure deficiencies across all transportation modes.

Status: Re-referred to Sen. Comm. on Appropriations and set for hearing May 26.

SB 9 (Beall) –Transit/Intercity Rail Capital Program

[CCJPA POSITION- WATCH]

SB 9 attempts to use the enactment of SB 862 (develops the fund programs for the Cap and Trade auction proceeds) and use the Cap and Trade Transit/Intercity Rail Capital Program to finance large, transformative projects [\$100+ million budgets] using multi-year programming allocations from this program to meet the goals and intent of AB 32 (clean air/Greenhouse reductions). The bill was amended to require that 90% of available funds be programmed and allocated to projects with a total cost of \$100,000,000 or more, and 10% to projects with a total cost of less than \$100,000,000.

The CCJPA service expansions plans to Roseville and San Jose/Salinas stand to gain from this bill; however, no clear consensus has been developed with the CCJPA member agency staff nor with other transit and CIPR agencies as this bill may limit investment to smaller transit agencies that do not have capital project(s) exceeding \$100 million.

Status: Re-referred to Sen. Comm. on Appropriations; on May 18, placed on suspense file.

ACA 4 (Frazier) - Local Government Transportation Sales Tax Threshold [CCJPA POSITION-SUPPORT]

This Constitutional Amendment would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.

Status: On April 27, 2015 adopted by Assembly Transportation Committee; re-referred to Asm. Comm. on Revenue and Taxation

Federal Legislation

House of Representatives. The federal legislative and regulatory policy process continues to be impacted by the recent Amtrak derailment/accident on May 12, 2015 along the Northeast Corridor near Philadelphia. Prior to the incident the House had passed both authorizing and appropriations legislation that reduced Amtrak funding and provide minimal new investments in rail safety. The legislation reauthorizing PRIIA 2008 contains provisions that improves the state-Amtrak cost negotiating process (section 209), sets in motion a process to streamline both environment and historic preservation procedures without damaging critical underpinnings. Rail loan programs are enhanced yet no new funding is identified/provided.

Senate. Neither funding nor policy legislation has been passed in the Senate, especially since the May 12 Amtrak derailment. As a start, the Senate budget provides approximately \$380 million more funding for transportation than the House version. While members acknowledge that the rail industry cannot meet the 2015 deadline to deploy PTC, various bills postpone activation for one, three or five years. Other legislation proposes significant additional funding for PTC deployment. Yet other legislation would fund large infrastructure investments in the NEC. Further, a bill would change the current \$200 million Amtrak liability level to \$500 million ex post facto. Other rail safety legislation deals with crew size and other aspect of energy transport.

Congressional Efforts for Surface Transportation and Rail Safety Reauthorizations. On a broader perspective, transit and highway programs funded by the highway Trust Fund have been extended until July 31. The impasse is due to a lack of consensus on how to provide long-term financing. It is possible that rail provisions could be incorporated in a larger transportation bill. The press of a broad array of legislative issues, a volatile international setting, and the onset of presidential politics make the outlook highly uncertain. However, if a new source of federal transportation funding such as repatriation of overseas funds in corporate tax reform legislation becomes available through a formula driven, trust fund based program, efforts will move to include passenger rail in the national multi-modal transportation program.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director to submit a letter(s) of support or opposition for actions relating to the proposed legislative matters affecting Capitol Corridor Service, including modifications as provided by the CCJPA Board.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR STATION SECURITY CAMERAS – PHASE II

PURPOSE

For the CCJPA Board to authorize funding and related agreements to implement safety/security cameras at four stations served by the Capitol Corridor.

BACKGROUND

In 2007, CCJPA developed a Safety and Security Plan that outlined detailed and specific actions CCJPA could implement to protect passengers, employees, equipment, and facilities, from criminal or terrorist activity. Implementing video surveillance equipment on board trains and at stations ranked high in this plan. Accordingly, beginning in 2011 the CCJPA implemented the Video Surveillance at Stations program which installed cameras and recording equipment at six (6) Capitol Corridor unstaffed stations. In addition, cameras were installed at the new Sacramento station facilities when they were constructed.

It remains the intent of the CCJPA to implement security surveillance equipment at all remaining stations. Towards that end, security camera systems have been designed for the remaining stations, and it is proposed to construct those improvements at four unstaffed stations: Rocklin, Roseville, Suisun and Fremont.

Staff has identified \$1,015,000 from a combination of FY 15 Capitol Corridor Reinvestment Program (CCRP) and Proposition 1B Transit Safety/Security funds that the CCJPA can use to implement this security camera program.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to Capitol Corridor Station Security Camera Project Phase II for an amount not to exceed \$1,015,000 consisting of funds from the CCJPA's CCRP and Proposition 1B Transit Safety/Security allocations.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization for the Project
Capitol Corridor Station Security Cameras – Phase II

Resolution No. 15-13

WHEREAS, the CCJPA has identified a need for increased security at unstaffed stations; and

WHEREAS, the CCJPA has previously constructed security surveillance systems at 6 unstaffed stations through the Video Surveillance at Stations project beginning in 2011; and

WHEREAS, similar security surveillance systems are desired at Rocklin, Roseville, Suisun and Fremont stations; and

WHEREAS, the Capitol Corridor Station Security Cameras – Phase II (the “Project”) has been designed for these stations at an estimated cost of \$1,015,000; and

WHEREAS, the CCJPA has secured \$1,015,000 in Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) and CCRP funds; and

RESOLVED, that the CCJPB does hereby approve the Project budget of an amount not to exceed \$1,015,000;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA Executive Director or designee to enter into all necessary agreements required to complete the Project in order to increase security at four (4) CCJPA unstaffed stations.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 80%; margin: 0 auto;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR STATION SIGNAGE PROGRAM – PHASE I

PURPOSE

For the CCJPA Board to authorize funding and related agreements to construct information display signs at stations served by the Capitol Corridor.

BACKGROUND

The Metropolitan Transportation Commission (MTC) has begun to implement a standardized information display sign system (“Hub Signage”) at locations in the greater Bay Area. The Hub Signage program includes fixed information display signs, directional signs, and variable (real time) display signs. These signs have been installed at select locations on BART, Caltrain and VTA.

CCJPA staff has selected one element of this program, a large glass-front display sign, as a useful way to upgrade and standardize our current timetable and information display signs at Capitol Corridor stations. The new signs will provide space to display timetable and other mandatory and safety-critical information, service change notices, and other information needed for Capitol Corridor passengers. The new signs are attractive, durable, and will have sufficient space to display plenty of needed information.

As a first phase of sign installation for the Capitol Corridor route, staff has selected the eight (8) stations served only by the Capitol Corridor trains. These stations are planned to receive the new station information signs in place of the current mix of different timetable display signs.

Staff has identified \$260,000 from FY 15 Capitol Corridor Reinvestment Program (CCRP) funds that the CCJPA can use to implement this first phase of the station signage program.

Staff from the San Joaquin Joint Powers Authority and Altamont Corridor Express has expressed an interest in partnering with the CCJPA to jointly implement these signs as a uniform regional standard information display sign at those stations jointly used by the Capitol Corridor, San Joaquin and ACE. Staff intends that the remaining joint use stations will also receive these new signs, following negotiations with SJJPA and ACE. Such work will require an additional funding authorization.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to Capitol Corridor Station Signage Program Phase I for an amount not to exceed \$260,000 consisting of funds from CCRP.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization for the Project
Capitol Corridor Station Signage Program – Phase I

Resolution No. 15-14

WHEREAS, the CCJPA has identified a need for improved information display signs at stations; and

WHEREAS, the Metropolitan Transportation Commission (MTC) has developed a standard information signage system currently in use in the greater Bay Area; and

WHEREAS, the CCJPA proposes to construct new timetable and information display signs, using the MTC standards, at 8 stations served only by Capitol Corridor trains; and

WHEREAS, the Capitol Corridor Station Signage Program – Phase I (the “Project”) has been designed for these stations at an estimated cost of \$260,000; and

WHEREAS, the CCJPA has secured \$260,000 in FY 15 CCRP funds; and

RESOLVED, that the CCJPB does hereby approve the Project budget of an amount not to exceed \$260,000;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA Executive Director or her designee to enter into all necessary agreements required to complete the Project in order provide improved information display signs at eight (8) Capitol Corridor stations.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 100%;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: FY16 MARKETING AND COMMUNICATIONS PLAN: FY16 ADVERTISING CONTRACT

PURPOSE

For the CCJPA Board to receive an overview and provide direction of the planned FY16 CCJPA Marketing and Communications Plan, which is dependent upon an allocation of FY16 funds from the State of California through the Secretary of the Transportation Agency, and to enter into the necessary agreements to implement the Capitol Corridor advertising plan for FY 16.

BACKGROUND

The CCJPA's marketing plan for FY 2015-16 includes the following elements:

- New advertising campaign, to include new creative designs, slogan, campaign message and associated media plan to effectively market the Capitol Corridor service
- Development of promotional and informational materials (e.g., Timetables, Annual Performance Report, newsletters, multimedia)
- Promotional Partnership Development and Targeted Marketing Campaigns
- Website application development, site enhancement and maintenance
- Social Media, School Group, Employer, Senior, and other niche marketing
- Advocacy, Public Relations events and outreach
- Joint Outreach activities and events with local communities, Caltrans, Amtrak and/or partner agencies
- Miscellaneous marketing support, customer retention and outreach activities to raise the awareness of the Capitol Corridor Service.

For FY 16, CCJPA staff plans to heavily market to leisure-driven small groups such as families and friends, specifically featuring the new Family and Friends 50% offer, as well as other offers to be determined for Winter/Spring.

To maximize cost efficiencies and workflow production, CCJPA is seeking to retain an advertising agency to lead efforts to market these offers, with a budget of up to \$500,000 to provide full advertising agency services such as creative development, media recommendations and purchasing, and campaign oversight. The selected advertising agency will develop a new creative campaign to support Capitol Corridor brand and promotional objectives. Use of an advertising agency will provide superior creative design, and will also allow the media purchase budget to be maximized. Additionally, the advertising agency can provide CCJPA support in media purchasing and creative design updates for other promotional partnership efforts that materialize during the fiscal year.

Because the budget for the FY 16 Advertising Campaign exceeds \$100,000, pursuant to the rules and regulations of the CCJPA, staff is seeking authorization from the CCJPA Board to proceed with a competitive bid process to select an advertising agency and enter into the necessary agreements. As usual, staff will provide periodic updates on the FY 2015-16 marketing program (including promotions, campaigns, public informational items, et al).

RECOMMENDATION

It is recommended that the CCJPA Board adopt a program for the CCJPA FY 16 advertising campaign for an amount not-to-exceed \$500,000 and to authorize the CCJPA Executive Director or her designee to, and to enter into the necessary agreements to support the advertising campaign.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Staff to Enter into Contract
For Advertising Services to Support the FY 16 Advertising Campaign/

Resolution No. 14-15

WHEREAS, the CCJPA has identified small groups and families and friends as target markets for FY 16 (“FY 16 Campaign”) and is developing offers aimed at these groups in its FY 15/16 Marketing Plan; and

WHEREAS, the FY 16 Campaign will promote off-peak travel aboard trains with available capacity; and

WHEREAS, the CCJPA seeks the services of a full-service advertising agency at this time to oversee and execute all aspects of the FY 16 Campaign; and

WHEREAS, the CCJPA has identified a not-to-exceed budget of \$500,000 for the FY 16 Campaign and plans to solicit advertising proposals in a competitive bid process in accordance with CCJPA procurement procedures; and

RESOLVED, that the CCJPB does hereby approve the budget for the FY 16 Campaign budget for an amount not to exceed \$500,000;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA Executive Director or her designee to enter into any agreements with the selected advertising agency to manage and oversee the FY 16 Campaign.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 100%;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: OVERVIEW OF DRAFT FY 15-16 CCJPA BUDGET

PURPOSE

To provide the CCJPA Board with an overview of the CCJPA's Draft FY 15-16 budget.

BACKGROUND

In preparation for the expected adoption of the CCJPA FY16 Budget by the CCJPA Board of Directors at the September 16, 2015 meeting, staff has prepared a draft budget [administrative, marketing and operations] for FY 15-16 using the budget adopted from the Business Plan Update (Resolution 15-04) compared to (1) an updated operating budget based on the Amtrak estimate for the FY16 service plan (30 weekday/22 weekend trains) and (2) the current FY 15 Amtrak operating contract budget.

Administrative/Marketing: The business plan request for FY 15-16 Administrative and Marketing budget is the same as the amount received in the CCJPA's allocation for FY 14-15: \$2.951 million. The administrative/marketing budget will support the administrative support of the CCJPA Board and the management duties and functions of the Capitol Corridor service.

Operations: Staff received the FY16 budget forecasts from Amtrak for the Capitol Corridor trains on March 31, 2015. The total Amtrak budget is projected to be \$32,276,000, a -1.0% decrease vs. the FY 14-15 Amtrak contract of \$32,596,000. This drop in net operating expenses is due to increased ridership and revenues that offset projected increases in operating expenses (i.e., labor costs). (NOTE: There will be no equipment capital charge as the current Amtrak locomotives used on the corridor will be replaced with the expected arrival of new Tier 4 locomotives in mid-2016 from Siemens.)

Overall, the total CCJPA budget is expected to decrease by \$320,000 or 0.9% compared to the CCJPA's total FY 14-15 budget. Since the FY 15-16 Administrative and Marketing budget remains the same as FY 14-15, the decrease can be attributed to the following operating budget items:

- + 3rd party costs [fuel, host railroad fees]: -\$0.5 million
- + Amtrak expenses: +\$2.5 million
- Revenue increases: +\$2.0 million
- + Rolling stock insurance/other non-operating expenses: -\$0.3 million
- Net operating contract expenses vs. FY 14-15 contract budget: -\$0.3 million

The CCJPA has been working with Caltrans, the San Joaquin JPA and Amtrak to develop an optimized equipment utilization plan (e.g. consist sizing, revised train schedules) for the assignment of passenger cars and locomotives to support the overall service plan in Northern California with the planned introduction of the 7th San Joaquin round trip train (Central Valley-Oakland) in 2016. Any subsequent changes to the CCJPA's operating budget will be presented to the CCJPA Board in the adoption of the CCJPA FY16 Budget at the September 16, 2015 CCJPA Board meeting.

RECOMMENDATION

For information. Staff will be working with Amtrak to refine operating costs in order to provide final operating contract budget for September 2015 CCJPA Board meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director

SUBJECT: UPDATE ON CCJPA SAFETY INITIATIVES: STATION PLATFORM ACCESS AND POSITIVE TRAIN CONTROL

PURPOSE

For the CCJPA Board to receive an update on the CCJPA's safety initiatives regarding station platform access and positive train control.

BACKGROUND

1. Station Platform Access Safety. The CCJPA Station Policy states that new stations should be designed so that passengers will never have to cross a main line track to reach the station platform. This integrates an important element of safety - reducing the movement of passengers or others across main line tracks while trying to reach the boarding platform. However, several of the CCJPA's legacy stations were developed prior to the CCJPA assuming management of the Capitol Corridor service where passengers do cross main line tracks to boarding platforms. Certain safety rules are in place governing that require trains to hold out while a passenger train is stopped at the train platform in order to afford the passengers some increased level of safety, while not fully eliminating the risk. Furthermore, these safety rules have the effect of limiting the operation of trains through the station areas, thus reducing the fluidity and capacity of the rail line.

The CCJPA staff has joined a task force with UPRR and Amtrak to see what could be done to improve the safety of passenger access to station platforms. The most obvious solution to this situation would be to reconstruct the boarding facilities to eliminate the grade-level crossings of main line tracks. This is what was done recently in the reconstruction of the boarding platforms at the Sacramento Valley station, and this will be a central feature of the new Fairfield-Vacaville station now under construction. Yet, this type of improvement is extremely costly. The task force will be studying a variety of alternatives to what upgrades can be implemented in the near-term and develop a prioritized, phased approach to improve passenger safety around boarding facilities. An initial kick-off meeting was held in May 2015, and further meetings will be scheduled to develop conceptual solutions.

2. Positive Train Control. Metrolink, Amtrak, Union Pacific, and BNSF Railway are currently testing the Positive Train Control (PTC) in the Los Angeles area. The UPRR has stated that once the system is working satisfactorily in the Los Angeles area, PTC implementation will begin testing in the Northern California area. Initial reports are that the full implementation of PTC in the LA Basin has been delayed to third quarter 2015, putting PTC installation on the Capitol Corridor route sometime after the fourth quarter of 2015 or later. Congress is currently considering extensions to the PTC deadline date (December 31, 2015). A recent serious accident on Amtrak in Philadelphia has renewed the visibility of the PTC.

Installation of the PTC equipment on the state-owned equipment is currently complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped except for the installation of upgraded event recorders that will be interoperable with the onboard PTC equipment. Once the state-owned equipment is fully equipped and tested, Capitol Corridor trainsets will be tested for interoperability with Caltrain's PTC system, which is expected to be installed and ready for testing in mid- to late-2015.

RECOMMENDATION

For information.

Item V1.7



Date: June 10, 2015

From: David B. Kutrosky

To: CCJPA Board

Subject: Managing Director's Report – June 2015

**TO BE PROVIDED UNDER SEPARATE COVER ONCE MAY 2015
PERFORMANCE RESULTS ARE RECEIVED FROM AMTRAK**

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: UPDATE ON PROPOSED EXTENSION OF CAPITOL CORRIDOR TRAINS TO SALINAS
[BY PROJECT SPONSOR/TAMC]

PURPOSE

For the CCJPA Board to receive an update regarding ongoing activities related to the proposed extension of Capitol Corridor service to/from Salinas from the project sponsor, Transportation Agency for Monterey County (TAMC).

BACKGROUND

TAMC staff and Board members have been working with CCJPA staff over a several year period to identify the issues related to extending Capitol Corridor service to/from Salinas. In 2013, TAMC and CCJPA entered into a joint Principles of Agreement. The potential to expand Capitol Corridor service to/from Salinas is included in our adopted annual Business Plan Update and Vision Plan Update. TAMC is actively working to identify capital funding sources for the extension, secure necessary added rolling stock, determine what station track and station facility modifications will be required, and working with the Union Pacific Railroad to identify the capital improvements related to capacity necessary to expand service.

TAMC is well aware that a successful expansion of service frequency on the existing Capitol Corridor route between Oakland and San Jose is required before actual service extensions south of San Jose, to/from Salinas, can be realized. At this time, in addition to working with UPRR to establish the set of capital improvements at key stations south of San Jose, TAMC is active in supporting CCJPA, and the California State Transportation Agency in negotiating with UPRR for terms that can support expanding passenger rail service within California. These ongoing negotiations are crucial but have not dissuaded TAMC from pursuing grants and planning actions that help prepare them for future expansion of Capitol Corridor service.

TAMC staff and CCJPA staff regularly meet and exchange information to support all of these efforts. Recent changes to the composition of the CCJPA Board prompted TAMC staff and Board members to request an information only update to the CCJPA Board about these efforts. In addition to the complex interactions mentioned above regarding this project, TAMC staff and Board also acknowledge the opportunity to again address the CCJPA Board is a proactive step toward fostering future policy discussion related to governance and project implementation. TAMC will make a presentation to the CCJPA Board regarding their plan and efforts to date with an eye towards future steps the CCJPA and TAMC Board may take to realize service extensions to/from Salinas.

RECOMMENDATION

For information.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: WORK COMPLETED (June 17, 2015 Meeting)

PURPOSE

To provide a report on work completed up to the June 17, 2015 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Business Plan Update (FY 2015-16 – FY 2016-17). Pursuant to CCJPA Resolution 15-04, the CCJPA Board adopted the FY 2014-15 – FY 2015-16 Business Plan Update at its February 18, 2015 meeting. After making some minor editorial revisions, staff completed the business plan update and submitted it to the Secretary of California State Transportation Agency on April 10, 2015.
- b. Marketing Activities (February – May 2015). The following work has been completed as part of the CCJPA's FY 2014-15 Marketing and Communication Programs:
 - Advertising:
 - Take 5 on Weekends, Seniors Ride Half Off, and new Friends and Family discount offers launched this spring, to bolster off-peak and weekend ridership. Offers are being advertised on social media, radio, online, and in print.
 - Placer County Reduced Fares – first flight of ads ran in January/February, second flight of ads ran in April/May. Campaign has included social media advertising, direct mail and print.
 - Publications:
 - March 1 Timetable published
 - Annual Performance Report published in May 2015
 - Launched redesigned Get On Board blog in May
 - Promotions:
 - Oakland A's, Sacramento River Cats –Spring promotional campaigns have launched.
 - Feld Entertainment – Disney On Ice promotion for Sacramento, Oakland and San Jose
 - Group Travel – steady bookings throughout end of school year, revising procedures to reduce administrative tasks
 - Tour de Cluck – promoted this bike-friendly Davis event , May 30
 - Events/Media Relations/Customer Communications
 - “Cappy Hour” Rider Appreciation Events held in February and March
 - Multi-ride ticket sales on Amtrak's mobile site and app launched in April
 - Sacramento River Cats VIP group to SF Giants game – May 31
 - Bike to Work Month activities: partnership with Chinook Book for Oakland Bike to Work Day, participated in the Sacramento Bike to Work festival
 - Parking changes at Richmond and Emeryville

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 10, 2015

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: WORK IN PROGRESS (June 17, 2015 Meeting)

PURPOSE

To provide an update on work in progress up to the June 17, 2015 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Oakland-San Jose Phase 2 Track Project. The engineering and environmental consultants working for CCJPA on this project have completed initial survey data gathering and have assembled base maps for the segment Newark to Santa Clara, in order to examine environmentally sensitive lands or habitat adjacent to proposed sub-project locations. The select mix of sub-projects to enable addition service between Oakland and San Jose remains in the negotiation process with UPRR, CalSTA, and CCJPA. These negotiations have delayed the progress of the project further than the initial survey and environmental sensitivity scan and CCJPA is seeking, with the assistance of Caltrans, an extension of the funds until February 2017 to complete design and environmental studies. The work program has been established in the Caltrain territory. Caltrain is proceeding in the design/ environmental process for track improvements in the San Jose/Diridon station area.
- b. Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering. The CCJPA has completed all the preliminary design development with the City of Roseville and the UPRR. This work was completed so that the environmental documentation phase of the project could commence, first with a public engagement process for public concerns/comments, next with resource impact analysis, and finally following CCJPA staff review of the resource impact analysis, advance into the development of the environmental documentation phase of administrative draft environmental documents for satisfying CEQA and NEPA. The environmental documentation phase commenced with the issuance of the Notice of Preparation (NOP). After receiving stakeholder, elected official comment, and public comments as per required for public participation, the resource analysis was completed and an administrative draft of the Environmental Impact Report (EIR) for CEQA, to be certified by the CCJPA, and Environmental Assessment (EA) for NEPA, to be certified by the Federal Railroad Administration (FRA) was prepared.

Comments on the administrative draft EIR/EA have been received will be incorporated into the Draft EIR/EA anticipated to be released in mid-June 2015, potentially days ahead of this meeting. During the review period, public comment on the draft EIR/EA will be taken through two public meetings held in July and then a response to those comments will be developed to establish the final EIR/EA for adoption by the respective lead agencies for CEQA and NEPA in the November 2015 time period.

- c. Proposition 1B Transit Safety/Security Improvement Projects. The CCJPA recently completed design for security surveillance and train layover standby power systems at Auburn. These improvements will be constructed as soon as funding becomes available, possibly beginning late in 2015.

The CCJPA recently completed a program of passenger safety improvements at all Capitol Corridor stations, with repairs and improvements to such things as signs, warning messages and tactile tiles at

boarding platforms. The next steps to providing a safer passenger experience at Capitol Corridor stations is being studied by the CCJPA, UPRR and Amtrak through a task force as detailed elsewhere in this agenda.

Right-of-way security fencing has recently been completed in Fremont, Hayward, Oakland and Sacramento to prevent trespassing in these areas. Further fence projects will be developed with the UPRR as needed.

- d. On-Board Information System Project Implementation Agreement. The OBIS project is an ongoing collaborative project between Caltrans and Amtrak with CCJPA staff assisting as a project team member and partial funding entity (Caltrans is responsible for a majority of the funding). Amtrak and the vendor are working out the initial task order that will involve design and initial function of the system, including a test install. Future task orders will be utilized to expand OBIS to all the California Intercity Passenger Rail services. OBIS will provide coordinated audio and video content related to the trip that is ADA compliant as well as provides the basis for other real-time and geo-context sensitive passenger communications.
- e. Capitol Corridor Station Bicycle eLocker Project. Pursuant to CCJPA Resolution 15-08, staff is proceeding with allocated grant funds to install eLockers for bicycles at most all the CCJPA stations. The eLocker project is being coordinated with Amtrak for liability and insurance purposes that are required prior to installation. The CCJPA anticipates eLockers being installed the summer of 2015. Residual grant funds will be used for the folding bicycle rental project and will be the focus of development during 2015 and implementation during 2016.
- f. Improvements to CCJPA Website Train Status Information. CCJPA is working with TransLoc to create a real-time, map-based train status feature for the website, which will also be available via TransLoc's mobile app. A newly redesigned Train Status Information page is expected to be on the Capitol Corridor website by late June/early July and will feature the real-time train status map, the Amtrak train status widget, and service updates, to ensure all pertinent information is in one place.
- g. Vision and Service Planning Ad-Hoc Subcommittee: Vision Implementation Plan. The Ad-Hoc Subcommittee for the CCJPA Vision Plan Update will be convened to oversee the first phase of work for the Vision Implementation Plan phase with an anticipated date of late June or early July. This meeting will be to review the scope of work for the detailed capital investment phasing step – the second of the three volumes comprising the overall Vision Plan. Once that meeting is held, the consultants assisting with the project will ensure they focus their work products over the next year toward the objectives expressed by the CCJPA Ad Hoc Subcommittee.
- h. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY2014-15 and FY2015-16 Marketing Programs:
 - Advertising: Advertising for Take 5, Seniors Ride Half Off, and Friends and Family to continue through the summer.
 - Publications: Coordinating with Amtrak and Caltrans on upcoming Menu Change June 29
 - Promotions:
 - Oakland Raiders, Cal Football – preparing for fall promotions
 - 49ers – in discussions about formal cross-promotion, creating 25% discount offer for travel to Levi's Stadium, details pending.
 - Group Travel – new internal procedures developed with Amtrak; to start June 15
 - Events/Media Relations/Customer Communications
 - July 1 equipment changes
 - Rail Safety Video – producing video to promote Rail Safety

RECOMMENDATION

For information only.