



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS**

Wednesday November 20, 2013

10:00 a.m.

City Council Chambers
Suisun City Hall
701 Civic Center Blvd.
City of Suisun City, CA
(see attached map)

Simultaneous teleconference call will take place at:

San Jose City Hall – Tower Building
200 E. Santa Clara Street, Room #T1853
San Jose, CA

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Minutes of the September 18, 2013 Meeting *Action*
- V. Consent Calendar *Action*
 - 1. CCJPA Board 2014 Meeting Schedule
- VI. Action and Discussion Items
 - 1. Capitol Corridor Annual Performance Report (FY 2013) *Action*
 - 2. Legislative Matters *Action*
 - 3. CCJPA FY 2014 Amtrak Incentive Customer Satisfaction Program *Action*
 - 4. Routing Options for CCJPA Oakland-San Jose Phase 2 Project *Action*
 - 5. Auburn Station Layover Facility Improvement Program *Action*
 - 6. Wayside Safety/Security Fencing Program – Phase 2 *Action*
 - 7. Procurement of At-Station Bicycle Facilities Program *Action*
 - 8. Managing Director’s Report *Info*
 - 9. Work Completed *Info*
 - a. CCJPA/Amtrak FY 2014 Fixed Price Operating Agreement
 - b. Consultant Support for Vision and Service Planning Ad Hoc Committee
 - c. Marketing Activities (September – October 2013)
 - 10. Work in Progress *Info*
 - a. Status of CCJPA Bicycle Access Program
 - b. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering
 - c. Proposition 1B Transit Safety/Security Improvement Projects
 - d. Positive Train Control Update
 - e. Proposed Extension of Capitol Corridor Trains to Salinas
 - f. Climate Corps Bay Area Fellowship for Sea Level Rise and the Capitol Corridor
 - g. Upcoming Marketing Activities
- VII. Board Member Reports
- VIII. Public Comment
- IX. Adjournment. Next Meeting Date: 10:00 a.m., February 19, 2014 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

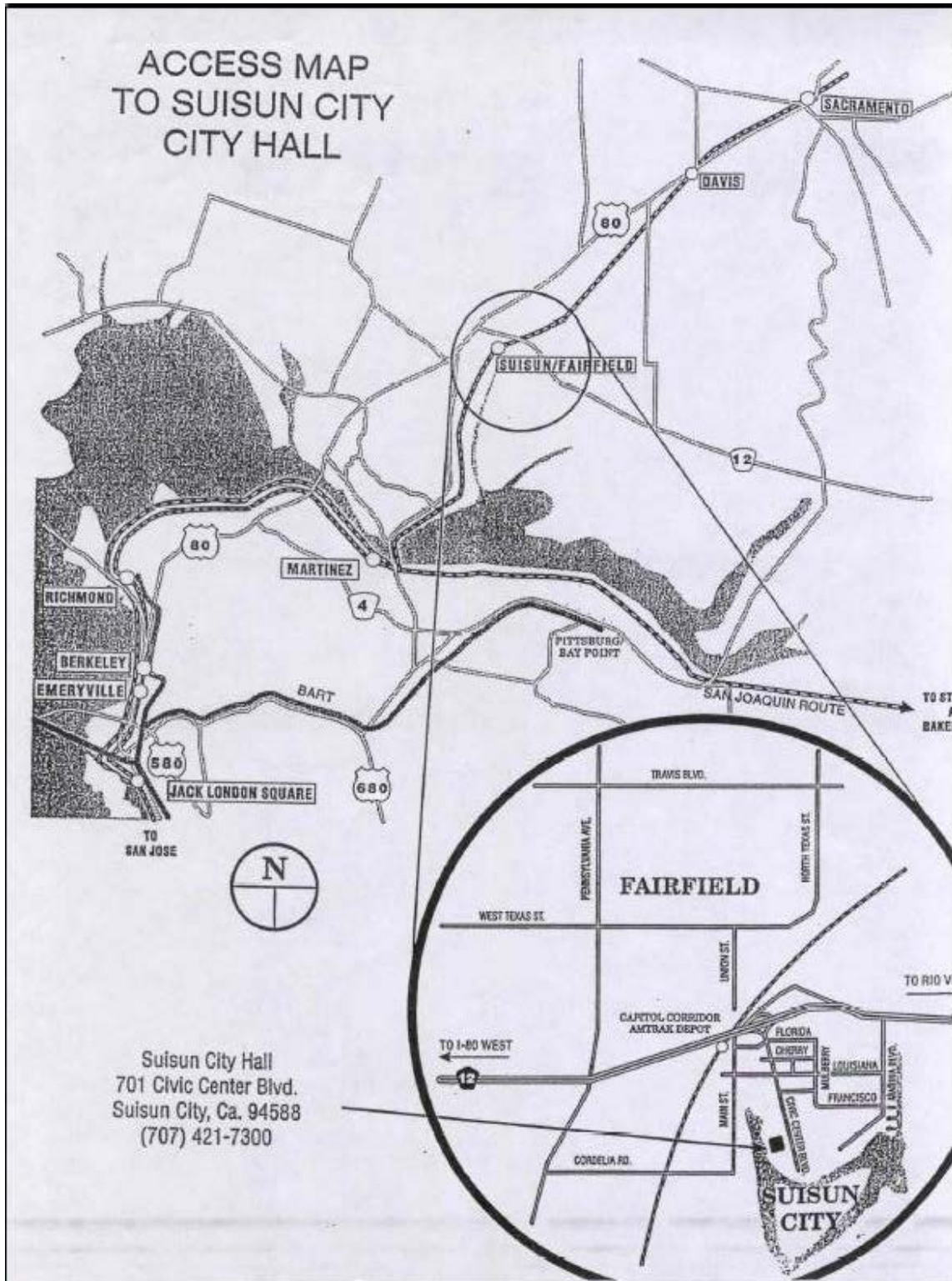
Notes:

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.

MAP DIRECTIONS TO SUISUNCITY HALL



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
Regular Board Meeting**

**Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 90th Meeting
September 18, 2013**

The 90th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, September 18, 2013, City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California. Chair James Spering presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Chair Spering called the meeting to order at 10:01 a.m.

II. Roll Call. Directors present: Chair James Spering, Solano Transportation Authority (STA); Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Dan Wolk, Yolo County Transportation District (YCTD); Thomas M. Blalock, San Francisco Bay Area Rapid Transit District (BART); Zakhary Mallett, BART; Gail Murray, BART; Robert Raburn, BART; Jack Batchelor, Jr., STA; Steve Miller, Sacramento Regional Transit District (SRTD) (Alternate for Director Cohn); Susan Rohan, PCTPA (Alternate for Director Nesbitt); and Lucas Frerichs, YCTD (Alternate for Villegas).

Absent: Directors Steve Cohn, SRTD (Alternate instead); Steve Hansen, SRTD; Keith Nesbitt, PCTPA (Alternate instead); Oscar Villegas, YCTD (Alternate instead); Rose Herrera, Santa Clara Valley Transportation Authority (SCVTA); Xavier Campos, SCVTA; James Fang, BART; and Tom Radulovich, BART.

Chair Spering led the Board in the Pledge of Allegiance.

III. Report of the Chair. Chair Spering referred the Board of Directors to the Report of the Chair distributed during the Meeting highlighting the California Passenger Rail Program Guiding Principles and noting the three remaining topic areas: State FY13-14 Budget, September Rail Safety Month in California, and Updates on Service Reliability and Expansion of the Northern California Intercity Rail Car Fleet.

IV. Minutes of June 12, 2013 Meeting. Chair Spering introduced the Minutes of the June 12, 2013 Meeting. Director Batchelor moved approval of Item IV. Minutes of the June 12, 2013 Meeting. Director Murray seconded the motion, which passed by unanimous acclamation. Ayes: 11 – Directors Spering, Holmes, Wolk, Blalock, Mallett, Murray, Raburn, Batchelor, Miller, Rohan and Frerichs. Noes: 0. Absent: 5 – Directors Hansen, Herrera, Campos, Fang, and Radulovich.

V. Consent Calendar. Chair Spering introduced the Consent Calendar. Director Holmes moved approval of Item V.1. California Passenger Rail Program Guiding Principles; and Item V.2. Resolution No. 13-08, In the Matter of Approving Funding to Contribute to the Sacramento Area Bikeshare Program. Director Blalock seconded the motion, which passed by unanimous acclamation. Ayes: 11 – Directors Spering, Holmes, Wolk, Blalock, Mallett, Murray, Raburn, Batchelor, Miller, Rohan and Frerichs. Noes: 0. Absent: 5 – Directors Hansen, Herrera, Campos, Fang, and Radulovich.

VI. Action and Discussion Items (Executive Director).

1. CCJPA FY13-14 Budget. Mr. David Kutrosky, Managing Director, presented a recommendation to adopt the CCJPA FY13-14 budget based on enactment of the State Budget Act of 2013. Mr. Kutrosky reviewed the proposed Budget, noting the impacts of ridership and fuel costs.

Mr. Mike Barnbaum addressed the Board.

Director Blalock moved approval of Item VI.1. Resolution No. 13-09, In the Matter of Adopting the Capitol Corridor Joint Powers Authority Fiscal Year 13-14 Budget. Director Frerichs seconded the motion, which passed by unanimous voice vote. Ayes: 11 – Directors Spering, Holmes, Wolk, Blalock, Mallett, Murray, Raburn, Batchelor, Miller, Rohan and Frerichs. Noes: 0. Absent: 5 – Directors Hansen, Herrera, Campos, Fang, and Radulovich.

2. CCJPA/Amtrak FY14 Operating Agreement. Mr. Kutrosky reviewed the proposed CCJPA/Amtrak FY13-14 Operating Agreement for Amtrak’s operation of the Capitol Corridor Service (intercity and feeder bus). Mr. Kutrosky noted the implementation was contingent upon receipt of a funding allocation letter from the State for FY13-14.

Director Frerichs moved approval of Item VI.2. Resolution No. 13-10, In the Matter of Approving the Agreement for the Provision of Rail Passenger Service (“FY 2014 Operating Agreement”) between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority as revised to accurately reflect the final budget. Director Miller seconded the motion, which passed by unanimous voice vote. Ayes: 11 – Directors Spering, Holmes, Wolk, Blalock, Mallett, Murray, Raburn, Batchelor, Miller, Rohan and Frerichs. Noes: 0. Absent: 5 – Directors Hansen, Herrera, Campos, Fang, and Radulovich.

3. Legislative Matters. Mr. Kutrosky provided an overview of proposed legislative matters affecting Capitol Corridor Service. Mr. Kutrosky advised no action was required. The item was discussed. Chair Spering directed staff to return with items SCA 4 (Liu) and SCA 8 (Corbett) Local Transportation Sales Tax Threshold at the next Board Meeting for further discussion.

4. 2014 State Transportation Improvement Program – Interregional Improvement Program Capitol Corridor Project List. Mr. Kutrosky presented the proposed list of projects for submittal to the California Transportation Commission.

Director Raburn moved approval of Item VI.4. Resolution No. 13-11, In the Matter of Approving the List of Projects for the Capitol Corridor Route to Be Included in the 2014 State Transportation Improvement Program – Interregional Improvement Program. Director Batchelor seconded the motion, which passed by unanimous voice vote. Ayes: 11 – Directors Spering, Holmes, Wolk, Blalock, Mallett, Murray, Raburn, Batchelor, Miller, Rohan and Frerichs. Noes: 0. Absent: 5 – Directors Hansen, Herrera, Campos, Fang, and Radulovich.

5. Status Report: Vision and Service Planning Ad Hoc Committee. Mr. Kutrosky updated the Board on the progress of the Vision and Service Planning Ad Hoc Committee at its August 23, 2013 meeting and requested Board direction. The item was discussed.

Director Batchelor moved that the CCJPA Board direct staff to develop a scope of work, budget, and schedule and secure the necessary funds to support the work of the CCJPA Board Ad Hoc Committee in its development of the Vision Plan Update. Director Raburn seconded the motion, which passed by unanimous voice vote. Ayes: 11 – Directors Spering, Holmes, Wolk,

Blalock, Mallett, Murray, Raburn, Batchelor, Miller, Rohan and Frerichs. Noes: 0. Absent: 5 – Directors Hansen, Herrera, Campos, Fang, and Radulovich.

6. Managing Director’s Report. Mr. Kutrosky presented a review of monthly service performance, highlighting the following: on-time performance improvement, ridership, farebox recovery, reduction in fuel consumption and corresponding costs, and service reliability improvements. Mr. Kutrosky introduced Tom Clark, Chief Mechanical Officer, to report on the New Passenger Rail Cars and Locomotives.

Mr. Mike Barnbaum addressed the Board.

7. Work Completed and 8. Work in Progress. Chair Spering invited questions or comments from the Board on Items 7 and 8. None were received.

VII. Board Member Reports. Chair Spering invited Board member reports. Director Raburn commented on the ongoing Oakland A’s promotions for the Major League Baseball post season. Chair Spering recognized the former Mayor of Union City, Mr. Mark Green.

VIII. Public Comments. Chair Spering invited comment from the public. Mr. Mike Barnbaum addressed the Board.

IX. Adjournment. Meeting adjourned at 11:21 a.m. Next Meeting Date: 10:00 a.m., November 20, 2013, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the September 18, 2013 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2013

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: 2014 CCJPA BOARD MEETING SCHEDULE

PURPOSE

For the CCJPA Board to adopt the meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors during Calendar Year 2014.

BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2014. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	Location
February 19, 2014	10:00 am	Suisun, City Council Chambers * Business Plan Adoption
April 16, 2014	10:00 am	Suisun City, City Council Chambers
June 11, 2014	10:00 am	Sacramento, City Council Chambers
September 17, 2014	10:00 am	Suisun City, City Council Chambers
November 19, 2013	10:00 am	Suisun City, City Council Chambers

RECOMMENDATION

It is recommended that the CCJPA Board adopt the 2014 meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors.

Motion: The CCJPB adopts the attached meeting schedule.



**2014 Meeting Schedule
CCJPA Board of Directors**

DRAFT

Date	Time	Location
February 19, 2014	10:00 am	Suisun City, City Council Chambers * Business Plan Adoption
April 16, 2014	10:00 am	Suisun City, City Council Chambers
June 11, 2014**	10:00 am	Sacramento, City Council Chambers
September 17, 2014	10:00 am	Suisun City, City Council Chambers
November 19, 2014	10:00 am	Suisun City, City Council Chambers

Notes:

* Requires approval by 2/3 (or eleven) board directors

** Moved to 2nd Wednesday instead of typical 3rd Wednesday due to APTA Rail Conference.

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR ANNUAL PERFORMANCE REPORT (FY 2012-13)

PURPOSE

For the CCJPA Board to review, comment, and adopt the draft Capitol Corridor Annual Performance Report for the reporting period of Federal Fiscal Year (FY) 2012-13 (October 2012 through September 2013).

BACKGROUND

Included in the CCJPA's outreach activities is the development of an annual performance report that presents the basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity is, as measured by standard business performance indicators. While the Capitol Corridor ridership declined for FY 2012-13 compared to the historic record established in the prior year, the service captured first place in on-time performance at 95%, marking the fourth consecutive year that the Capitol Corridor was the most reliable service in the Amtrak system. Other achievements to be highlighted in this report are continued high customer satisfaction and sustainability gains that reduced fuel consumption through green technology advances in repowering locomotives with more fuel efficient engines and using electrical cabinets to power locomotives overnight in Sacramento rather than burning diesel fuel. The report will also highlight the CCJPA's continuing efforts to secure a steady source of (federal and state) capital funding to finance the projects necessary to support the CCJPA's service expansion plans to San Jose/Silicon Valley and Placer County.

This year's annual report (a draft will be sent under separate cover) will be leaner than the format used in previous years and focus on notable service statistics and overall performance in FY 2012-13. As in previous years, this report is to be utilized by CCJPA Board Directors and staff to raise the awareness of and present the success of the Capitol Corridor Service to interested parties – elected officials, local communities, chambers of commerce.

Staff is pursuing an aggressive timeline for the completion of the final version of the Annual Performance Report, in order to make it available during the start of the California Legislative Session in mid January 2014. Comments from the CCJPA Board will be incorporated into a final version. In addition to the Legislature, the document will be used in presentations to local community leaders and other interested parties that are or may be involved in partnership with the CCJPA.

RECOMMENDATION

It is recommended that the CCJPA Board approve and adopt, as revised in conjunction with comments from the CCJPA Board, the Capitol Corridor Annual Performance Report (FY 2012-13).

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Capitol Corridor
Annual Performance Report (FY 2012-13)/

Resolution No. 13-12

WHEREAS, the CCJPA has identified the development of a Capitol Corridor Annual Performance Report (“Report”) as a means of providing basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity is, as measured by standard, industry business performance indicators; and

WHEREAS, the Report is to be utilized by the CCJPA as an outreach tool to present the success of and the CCJPA’s vision for Capitol Corridor Service to interested parties, such as elected officials, local communities, and chambers of commerce; and

WHEREAS, a draft Report for Federal Fiscal year 2012-13 (“FY 2012-13”) was transmitted to the CCJPA Board and comments received from the CCJPA Board at its November 20, 2013 Meeting will be incorporated into the Final Report; and

WHEREAS, the Final Report will be transmitted by mid January 2014 to the State legislators and will also be used in presentations to local community leaders and other interested parties in the corridor;

RESOLVED, that the CCJPB does hereby approve the Report for FY 2012-13, substantially in the form presented to this meeting, subject to appropriate policy review;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA and its member agencies to distribute the Report, as revised pursuant to comments received at the November 20, 2013 CCJPB Meeting, to interested parties and utilize the Report as an outreach and promotional tool to raise the awareness of the Capitol Corridor Service and develop partnerships with state, regional and local officials.

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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:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

Legislative Matters

State Legislative Matters

Draft FY 14-15 State Budget

In January 2014, the Governor will release his draft State Budget for FY 14-15. The State Budget Act of 2013 for FY 13-14 included an additional \$18.6 million to the initial \$90.3 million to support the operation of the three CA IPR services (San Joaquin, Capitol Corridor and Pacific Surfliner). The revised total of \$108.9 million for the CA IPR services conformed with the implementation of the PRIIA Section 209 pricing policy for the nation's twenty-seven (27) Amtrak-operated, state supported IPR services. It is anticipated that the Governor's Draft FY 14-15 State Budget will continue with this conformance to PRIIA Section 209 for the three CA IPR services.

Governor's Actions on Cap and Trade Auction Proceeds

The Department of Finance and Air Resources Board have released the final Cap and Trade Investment Plan for FY 2013-14 through 2015-16, which will now be submitted to the Legislature. The Plan prioritizes Sustainable Communities & Clean Transportation, including: Sustainable Communities Strategies Implementation, such as: rail modernization and system integration (including intercity and high speed rail); public transit with connectivity to rail; expanded transit and ridership programs; infrastructure; livable communities; transit-oriented development; and, active transportation. The State FY 13-14 Budget, however, delayed the appropriation of Cap and Trade funds until the 2014-15 budget year with a \$500 million loan to the General Fund from Cap and Trade funds for General Fund relief. Going forward, there is uncertainty if the Governor will pursue or support legislation for the allocation of revenues from future Cap and Trade auctions or whether this allocation will be done administratively through agency or departmental actions.

State Legislation

Select Committee on Passenger Rail (Senate and Assembly)

Over the past five years, the Chairs and Vice Chairs of the boards of these IPR agencies visit the state Capitol and administrative offices in Sacramento to speak with one voice and present a united front on various IPR funding and policy issues. The group also travels once a year to Washington DC in conjunction with the APTA Annual Legislative Conference to meet with Congressional Representatives and Senators and staff to discuss federal IPR service matters. The discussions from these meetings have always included the need to have a cohesive integrated passenger rail network for the state's various IPR and commuter rail services and local transit services and the planned high speed train (HST) system.

Most recently, at the Passenger Rail Advocacy Forum in April 2013 (City of Sacramento), State Senator Hannah-Beth Jackson's proposed to have the state Legislature form a passenger rail caucus, which was endorsed by the Chairs and Vice Chairs of the four CA IPR agencies. As such, staff from the CA IPR agencies developed principles to guide the escalation of investment (from state and federal and local funds) to (1) maintain and continue the success of the state's IPR services and (2) ensure investment also supports an integrated network with the other passenger rail services in the state – commuter rail and the planned HST system. These principles have been adopted by the CCJPA and the other IPR agencies as well as supporting agencies. Based on the support for these guiding principles, senior legislative staff, working with State Senator Jackson, have approved the development of a Select Committee on passenger rail in the Senate (rather than a caucus). A letter to state Senators is being prepared requesting interest in being a member of this select committee. A similar process is being considered to establish a select committee in the Assembly.

AB 574 (Lowenthal) – Cap and Trade Revenues Investment Plan [CCJPA POSITION- SUPPORT]

AB 574 calls for investing cap-and-trade allowance revenues derived from motor vehicle fuels towards projects that reduce emissions from the transportation section. AB 547 embodies this transportation investment proposal that has been developed by the Transportation Coalition for Livable Communities, a group of state, regional and local agencies, which attempts to align with the Cap and Trade Investment Plan for FY 2013-14 through 2015-16 (prepared by the Department of Finance and Air Resources Board). This proposal will help local governments and regional agencies meet the AB 32 clean air objectives while implementing SB 375 and other regional transportation plans required by law.

Transportation is the largest source of greenhouse gas emissions and reducing emissions from that source has been recognized in the Governor's Budget and the Investment Plan for motor vehicle fuel-based Cap and Trade auction proceeds/revenues as a key priority. AB 547 help meet the transportation needs of interregional passenger rail services like the Capitol Corridor trains that will provide a vital link to livable communities. The CCJPA sent letters of support for this bill as it was presented to various Assembly committees.

Status: After passing out of Assembly Natural Resources and Transportation committees, on May 15, 2013, the bill was referred to Assembly Appropriations Committee and into suspense file.

AB 416 (Gordon) - Local GHG Emission Reduction Program [CCJPA POSITION- SUPPORT]

This bill would create the Local Emission Reduction Program and would have the Legislature appropriate funds from the General Fund providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the State Air Resources Board, in coordination with the Strategic Growth Council, to administer the program.

The CCJPA would be considered an eligible recipient for these funds as it is a joint powers authority and could use these funds for initiatives and projects that reduce greenhouse gas emissions though reduced vehicle miles traveled.

Status: Held under submission in Assembly Appropriations Committee on May 24, 2013 as a 2-year bill.

SB 628 (Beall) – Infrastructure Financing Districts – Transit Priority Projects [CCJPA POSITION- SUPPORT]

SB 628 will facilitate Transit Oriented Development (TOD) through Infrastructure Finance Districts (IFD) with priority investments towards transit projects. The bill can help California communities through this post-redevelopment era by allowing locally elected officials to develop and finance transit projects that would also meet the implementation goals of SB 375 (community sustainability planning) and AB 32 (state clean air goals). This bill would allow city or county officials who so choose to (1) develop Transit Village finance plans (2) create an Infrastructure Finance District, and (3) actually issue bonds for TOD development without separate local votes.

SB 628 will provide local governments with the financial tools to help passenger transport systems like the Capitol Corridor trains to partner with the owners of train stations to enhance local economies, produce jobs and assist state environmental goals by initiating TOD. The CCJPA sent a letter of support for this bill. *Status: Passed the Senate on May 20, 2013 and sent to Assembly. Passed out of Assembly on Aug. 8. Not forwarded to Governor for enactment but rather was held over to be a two-year bill.*

SCA 8 (Corbett)- Local 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. CCJPA Board sent a letter of support for this bill. *Status: On Aug. 29, SCA 8 was re-referred to Comm. on Approps. Held over as a two-year bill.*

SCA 4 (Liu) - Local Transportation Sales Tax Threshold **[CCJPA POSITION-WATCH]**

SCA 4 (Liu) was initially similar to SCA 8 in the purpose to reduce the voter approval threshold to 55% for the imposition, extension, or increase of a special tax by a local government for funding local transportation projects. CCJPA Board sent a letter of support for this bill.

However, SCA 4 was amended (August 28, 2013) to require: (1) at least 50% of any tax proceeds be spent on programs that support a sustainable communities strategy and (2) any proceeds for a state highway expansion project include funds for ongoing maintenance of this expansion project. Regional transportation agencies are concerned about state mandates on the use of local taxes in this amended version of the bill. *Status: Re-referred to Comm. on Approps on Aug. 29. Held over as a two-year bill.*

Federal Legislation

FY2014 Budget Proposals

The outcome from the interim resolution of the federal government shutdown on October 16, 2013 has resulted in a short-term Continuing Resolution (CR) for the FY14 Federal budget until late January 2014. As such, there was no action taken to approve or fund the FRA's initial FY2014 budget plan (financed through the Administration's new Transportation Trust Fund) that included \$2.7 billion to improve state passenger rail corridors. For Amtrak, the CR would continue funding levels slightly below the FY 2012 Congressional appropriation of \$1.418 billion with approximately \$450 million for operating support to long distance and Northeast Corridor trains (no federal funds can directly support state IPR routes per PRIIA Section 209).

Surface Transportation and Rail Safety Reauthorizations

With the expiration of MAP-21 in October 2014 and PRIIA, the current railroad safety and Amtrak reauthorization, earlier this year in October 2013, CCJPA staff has been working with APTA, AASHTO and other interested agencies to develop principles that will lay out the development of a multi-year federal capital grants program (using new revenue sources) that would be distributed to state-supported IPR and HST services. APTA is expected to adopt a set of principles at its Board of Directors meeting later this year in December 2013. These principles will then be referenced into APTA's documents supporting the upcoming surface transportation authorization efforts of MAP-21, thereby helping to establish a federally-funded Rail Title. Concurrently, these principles will be distributed widely to generate discussions towards developing a federally-funded Rail Title for the reauthorization of PRIIA or MAP-21. The principles will also be presented to transportation leaders in the House and Senate as well as to the Federal Railroad Administration.

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:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA FY 2014 AMTRAK INCENTIVE CUSTOMER SATISFACTION PROGRAM

PURPOSE

For the CCJPA Board to approve the CCJPA FY 2014 Amtrak Incentive Customer Satisfaction Program for an amount not-to-exceed \$275,000 that will reinstitute the program of incentive payments to Amtrak employees based on the results of the CCJPA FY2014 biannual onboard surveys.

BACKGROUND

The CCJPA and Amtrak have executed the FY 2014 Operating Agreement for period of October 1, 2013 to September 30, 2014. Since the execution of this FY2014 operating agreement, CCJPA staff and Amtrak have agreed to reinstitute the incentive payments to Amtrak employees, referred to as the CCJPA FY2014 Amtrak Incentive Customer Satisfaction Program. Amtrak employees who are eligible for these incentives either: (1) work onboard Capitol Corridor trains and at stations served by Capitol Corridor trains; or (2) maintain or clean or repair trainsets assigned to the Capitol Corridor.

As background, a similar incentive program was in place where CCJPA provided such incentive payments to Amtrak employees based on the results of the CCJPA's two on-board surveys which allowed Capitol Corridor passengers to gauge the performance of Amtrak train crews, station agents and mechanical staff. These incentive payments were terminated by Amtrak Corporate office with the commencement of the FY2005 CCJPA/Amtrak Operating Agreement (October 1, 2004).

Currently the FY 2014 Operating Agreement provides for the CCJPA to conduct these biannual on-board surveys which can be used to allow passengers to rate Amtrak's performance on the Capitol Corridor service; however, there is no provision for the CCJPA to provide such incentive payments to Amtrak for FY2014. To that end, staff has identified \$275,000 in FY2013 Capitol Corridor Reinvestment Program ("CCRP") funds in the FY2013 CCJPA/Amtrak Operating Agreement to support the CCJPA FY 2014 Amtrak Incentive Customer Satisfaction Program.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve the CCJPA FY 2014 Amtrak Incentive Customer Satisfaction Program for an amount not-to-exceed \$275,000.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the CCJPA FY 2014 Amtrak
Incentive Customer Satisfaction Program/

Resolution No. 13-13

WHEREAS, as of October 1, 2013, the National Railroad Passenger Corporation ("Amtrak") and Capitol Corridor Joint Powers Authority ("CCJPA") entered into an Agreement for the Provision of Rail Passenger Service, the FY 2014 Operating Agreement; and

WHEREAS, the FY 2014 Operating Agreement provided, among other things, for the CCJPA to conduct two on-board surveys to allow the Capitol Corridor passengers to gauge the performance of Amtrak train crews, station agents and mechanical staff; and

WHEREAS, since the execution of this FY 2014 operating agreement, CCJPA staff and Amtrak have agreed to reinstitute the incentive payments to Amtrak employees, referred to as the CCJPA FY2014 Amtrak Incentive Customer Satisfaction Program, that will be based on the results of these two on-board surveys; and

WHEREAS, prior to the FY 2005 Operating Agreement, the CCJPA provided such incentive payments to Amtrak but have since been terminated at the request of Amtrak; and

WHEREAS, current FY 2014 Operating Agreement provides only the methods and processes to conduct and score these biannual surveys; and

WHEREAS, the CCJPA staff has identified \$275,000 in FY2013 Capitol Corridor Reinvestment Program ("CCRP") funds in the FY2013 CCJPA/Amtrak Operating Agreement to support the CCJPA FY 2014 Amtrak Incentive Customer Satisfaction Program; and,

RESOLVED, that the CCJPA does hereby approve a budget of \$275,000 for the CCJPA FY 2014 Amtrak Incentive Customer Satisfaction Program which supplements the FY 2014 Operating Agreement and authorize the CCJPA Executive Director or her designee to enter into the necessary agreements for this program.

BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to Amtrak and California Department of Transportation Division of Rail.

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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:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: ROUTING OPTIONS FOR CCJPA OAKLAND-SAN JOSE PHASE 2 PROJECT

PURPOSE

For the CCJPA Board to review preliminary operating and related service data regarding the routing options for Capitol Corridor service as part of the Oakland-San Jose Phase 2 Project.

BACKGROUND

Staff has begun the pre-development work for the Oakland-San Jose Phase 2 Project, which includes the environmental review and design plans for the program of track infrastructure improvements that will provide for the expansion of up to 11 daily round trip trains to/from San Jose/Silicon Valley. The CCJPA's Oakland-San Jose Phase 2 Project is included in the California State Rail Plan and is part of the current standing Vision Plan Update from 2005.

Previous service frequency expansion plans have generally always assumed the track capacity projects necessary to support such expansion would concentrate on the Capitol Corridor's existing route which follows the Niles Subdivision south of Oakland Coliseum Station with station stops at Hayward, and Fremont before the Niles Subdivision terminates into the Coast Subdivision in the city of Newark where the routing continues to the Great America, Santa Clara University and San Jose-Diridon stations. Initial discussions with state legislators, the Federal Railroad Administration (FRA), Amtrak, Union Pacific RR and the State Rail Partners Forum (the group helping to implement the CA HST Blended Service Plans) have focused on the possibility of re-routing the Capitol Corridor trains between Oakland and San Jose.

The re-routing would divert just south of Oakland/Coliseum Station from the existing Niles Subdivision alignment to the Mulford route along the East Bay and join the Coast Subdivision in the City of Newark. The Amtrak Coast Daylight currently operates along this routing.

The benefits include:

- (1) Reduced travel time between Oakland/Coliseum station and the Great America Station in Silicon Valley from 45 minutes to approximately 30 minutes;
- (2) Elimination of delays associated with a high incidence of trespasser incidents and vandalism along the Niles Subdivision between Oakland and Fremont; and
- (3) Improve integration of passenger rail network between East Bay and San Jose serving various travel markets [ACE/commuter; Capitol Corridor/intercity express; CA HST; BART]

The challenges include:

- (1) No longer serve the Hayward and Fremont/Centerville stations, which comprise approximately 2% of total Capitol Corridor ridership. ACE trains would still continue to serve the Fremont-Centerville Station.
- (2) Funding shortfall and deferral on the implementation of the Dumbarton Rail Project which in turn affects the ability to construct the Union City Intermodal Station.

- (3) Extension of BART to east Santa Clara County in 2017 (including an intermodal station at Milpitas with VTA LRT) that will directly compete with the Capitol Corridor trains along the Niles Subdivision route for the travel market from southern East Bay communities (Hayward, Union City, and Fremont) into Silicon Valley/San Jose.

The CCJPA has been working with Amtrak to assess the benefits and costs of this re-route using train schedule scenarios with and without the Mulford Route and have received initial results on the operating costs between these routes under existing train schedule. It is anticipated that Amtrak will provide its analyses differentiating ridership and revenue under various routing options and service levels. The initial results are provided below:

	Current Route	Mulford Route	% Change
Travel Time (OAC-GAC)	45 min	30 min	-33%
FY2014 Ridership	1,504,000	TBD	TBD
FY 2014 Revenue	\$31.232M	TBD	TBD
FY 2014 Total Op Costs	\$60.563M	\$59.025M	-2.5%
FY 2014 Net Op Costs	\$29,331M	TBD	TBD

As can be seen, the Mulford routing under existing service levels will result in operating efficiencies and savings of \$1.5 million (or -2.5%) due to lower fuel and track maintenance costs. Staff is awaiting the results of the FY 2014 ridership and revenues under the Mulford rerouting option.

Changing the route of the Capitol Corridor service via the Mulford will require future CCJPA Board action. At this time, staff is seeking concurrence from the CCJPA Board to pursue the evaluation of the Mulford re-routing option for the Capitol Corridor trains as part of the pre-development work for the Oakland-San Jose Phase 2 Project. The next steps include (but are not limited to):

- Analyses of service performance (ridership, revenues, operating costs) for various routing options under existing and build-out scenarios
- Environmental review (including public scoping meetings) and design plans of the proposed track improvements being developed for the Oakland-San Jose Phase 2 Project
- Service planning to support the operation of the future service levels (11 round trips to/from San Jose)

RECOMMENDATION

The SCG recommends that the CCJPA Board direct staff to include the evaluation of the proposed re-routing of Capitol Corridor along the Mulford route as part of the pre-development work for the Oakland-San Jose Phase 2 Project.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: AUBURN STATION LAYOVER FACILITY IMPROVEMENTS PROGRAM

PURPOSE

For the CCJPA Board to authorize funding and related agreements to install two (2) 480-Volt Power Cabinets and deploy security enhancements at the Auburn Station Layover Facility.

BACKGROUND

CCJPA staff working with Amtrak and the City of Auburn has prepared a program of improvements to the Auburn Station Layover Facility. There are two components to this program: (1) installation of two (2) 480-Volt Power Cabinets that will improve air quality, reduce noise, and decrease fuel costs; and (2) lighting and video surveillance within the layover area to keep train(s) that are stored overnight safe and secure. (Note that these projects include the capacity to accommodate the future planned of a second round trip train to Auburn.)

Description	Estimated Cost	Funding Source
PROCUREMENT AND INSTALLATION OF POWER CABINETS	\$315,000	FY 2013 CCRP
SAFETY AND SECURITY ENHANCEMENTS	\$517,050	FY11/12 Prop1B Transit Safety/Security
Light poles and fixtures		
Video Surveillance System (VSS)		
Construction Support Costs		
Construction, Management, & Overhead Costs		
Estimated Total	\$832,050	

CCJPA has secured \$315,000 in 2013 Capitol Corridor Reinvestment Program (CCRP) funds and \$525,000 in FY11-12 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES). These Proposition 1B Transit Safety/Security funds have been reprogrammed from the Positive Train Control (PTC) Project, which has been delayed due to continuing challenges on the implementation of a fully functional PTC system on the national level. This reprogramming was required in order to keep these safety/security funds which were at risk of lapsing and forfeiture. that has been delayed due to continued negotiations at the State and Federal Legislative levels.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to implement the Auburn Station Layover Facility Improvement Program for an amount not to exceed \$832,050.00.

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
Auburn Station Layover Facility Improvement Program/

Resolution No. 13-14

WHEREAS, providing a safe and secure operation, improving the financial performance and reducing the carbon footprint of the Capitol Corridor are key strategies for ensuring the long-term sustainability of the service; and

WHEREAS, reducing the amount of fuel used by Capitol Corridor trains during layover periods represents a proven strategy for achieving net cost savings and reducing local emissions; and

WHEREAS, installing two 480-Volt Power Cabinets at the Auburn Station Layover Facility is estimated to save more than 50,000 gallons of diesel fuel per year, for an estimated net annual savings of \$90,000 dollars; and

WHEREAS, additional security enhancements including lighting, video surveillance systems and other access deterrents are required in order to maintain security for equipment, rolling stock and infrastructure at the Auburn Layover Facility; and

WHEREAS, the CCJPA staff has identified \$315,000 in FY 2013 Capitol Corridor Reinvestment Program (“CCRP”) funds and \$517,050 in FY11-12 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) to finance a program of improvements at the Auburn Layover Facility; and

RESOLVED, that the CCJPB does hereby approve a budget not-to-exceed \$832,050 for the Auburn Station Layover Facility Improvement Program and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of such resource and security measures.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Amtrak, Caltrans Division of Rail, Union Pacific Railroad, the Placer County TPA, and the City of Auburn.

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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: November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR SAFETY/SECURITY FENCING PROGRAM - PHASE 2:

PURPOSE

For the CCJPA Board to authorize funding and related agreements to implement the next phase of a program of safety/security fence projects at multiple locations along Capitol Corridor route.

BACKGROUND

Trespasser and vandalism activity continue to be a significant public safety issue. Ongoing action is required to maintain safety and security at the following locations along the Right of Way throughout the Capitol Corridor route in order to maintain the expected high level of reliability (on-time performance) of the Capitol Corridor trains:

Description	No. of Feet	Construction Cost
MP 20 Niles Sub Traynor and Orchard Hayward CA	1125	\$61,875.00
MP 92.95 Fee Dr and Tribute Way, Sacramento CA	550	\$30,250.00
MP 93.25 Martinez Sub Evergreen St Sacramento, CA	425	\$25,575.00
MP 88.37 D St Sacramento, CA	700	\$38,500.00
MP 12.14 Barrett Ave Richmond, CA	200	\$11,000.00
Location: W. Sacramento, CA 200' Fence and gate at Oak St. (Dead ends at ROW)	200	\$11,000.00
Location: West Sacramento, Holland Ind Lead Control Point	3800	\$209,000.00
Location: Oakland area - 10 locations: Fencing/access deterrents for Crossing and Control Point cabins	2730	\$150,000.00
Total Budget for Flagging		\$30,625.00
Total Budget for Vegetation Removal		\$20,000.00
Estimated Total		\$587,825.00

CCJPA has secured \$600,000 in FY11-12 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES). These funds have been reprogrammed from the Positive Train Control (PTC) project, which has been delayed due to continuing challenges on the implementation of a fully functional PTC system on the national level. This reprogramming was required in order to keep these safety/security funds which were at risk of lapsing and forfeiture.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to implement Phase 2 of the Capitol Corridor Safety/Security Fence Program for an amount not to exceed \$600,000.00.

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
Phase 2 of the Capitol Corridor Safety/Security Fence Program/

Resolution No. 13-15

WHEREAS, trespassers, vandals and other would be criminals routinely enter the railroad right of way via unauthorized access points along the Capitol Corridor route; and

WHEREAS, such unauthorized crossings constitute a significant public safety issue and action is required immediately to maintain safety and security at several locations to avoid disruptions to passenger and freight train service from such trespassing actions, as well as theft of equipment and resources; and

WHEREAS, a working group has been established consisting of CCJPA staff, Amtrak, and the Union Pacific Railroad, and other local communities along the route to identify and address these safety and security issues along the route; and

WHEREAS, installing more durable fencing and other security measures will serve to enhance safety and security throughout several locations along the route and prevent such unauthorized incursions into the railroad right-of-way by trespassers which in turn will maintain the high level of reliability and on-time performance of Capitol Corridor trains; and

WHEREAS, the CCJPA has secured \$600,000 in FY11-12 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) to finance the next (and second) phase of such security fence improvements along the right of way; and

WHEREAS, these will supplement and expand such program of safety/security improvements from FY11-12 approved by the CCJPA Board via Resolution 12-4 in June 2012; and

RESOLVED, that the CCJPA does hereby approve a budget of \$600,000 for the installation of Phase 2 of the Capitol Corridor Safety/Security Fence Program 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 Amtrak, Caltrans Division of Rail, and the Union Pacific Railroad.

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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:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: PROCUREMENT AND INSTALLATION OF THE AT-STATION BICYCLE FACILITIES PROGRAM

PURPOSE

For the CCJPA Board to awarding funding grants of up to \$1,000,000 for procurement and installation bicycle facilities at Capitol Corridor Stations.

BACKGROUND

The CCJPA Board approved the Bicycle Access Plan for the Capitol Corridor in February 2013 which included strategies to accommodate on-train bicycle demand while also growing bicycle access as a mode of access with Capitol Corridor service. Included in the Plan was a program of at-station bicycle facilities that were driven by membership for these facilities, such as eLockers and folding bicycle rentals. Since the time the Plan was written and adopted, \$1,000,000 in funding has been secured:

- 2012 State Transportation Improvement Program (STIP): \$581,000 [\$25,000/FY12; \$556,000/ FY13]
- Prop 1B Transit Safety/Security: \$419,000

When CCJPA undertakes the efforts to procure these facilities, there is an expectation that the overall demand for these facilities will expand over time as bicycle access grows. The provision of up to \$1,000,000 of capital funding is the anticipated maximum appropriation required to at-station bicycle access demand for at least the next five years.

A station by station deployment plan was identified in the adopted Bicycle Access Plan and has been refined by a follow-on station by station specific location analysis with Amtrak staff examining physically where such facilities would be placed at each station. A subsequent step will be to complete the station siting process each station owner. As included in the adopted Bicycle Access Plan, any operating costs for the at-station bicycle facilities that are not covered by membership and use charges for the facilities are expected to be nominal and will be supported by the CCJPA's annual operations budget.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve the allocation of up to \$1,000,000 to procure and install the at-station bicycle facilities system in accordance with the Board adopted Bicycle Access Plan.

Motion: The CCJPA Board adopts the attached resolution

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Procurement of Bicycle Facilities Program
At Capitol Corridor Stations/

Resolution No. 13-16

WHEREAS, the CCJPA Board adopted the Bicycle Access Plan in February 2013 which identified the addition of at-station bicycle facilities to help reduce the demand for on-train bicycle storage that was exceeding capacity; and,

WHEREAS, CCJPA has identified eLockers and folding bicycle rentals as appropriate at-station bicycle facilities for Capitol Corridor patrons and has begun refining the mix and physical locations of these facilities by station; and,

WHEREAS, staff has secured up to \$1,000,000 of funding to install these facilities from (STIP and Proposition 1B Transit Safety/Security) to support; and,

RESOLVED, that the CCJPA Board hereby approve a budget of \$1,000,000 for the acquisition and installation of the Bicycle Facilities Program at Capitol Corridor stations consistent with the adopted Bicycle Access Plan and authorize the CCJPA Executive Director or her designee to enter into the necessary agreements for this program.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith provide a copy of this resolution to Amtrak and Capitol Corridor station owners and other project partners who are involved in helping to support the deployment of at-station bicycle facilities for the Capitol Corridor route.

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



Date: November 12, 2013
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – October 2013

Service Performance Overview

FY2013 Projected Results

Year-over-year ridership on the Capitol Corridor trains was even with last September. 132,937 passengers rode the Capitol Corridor trains in September 2013, closing out FY 2013 with a total of 1.70 million riders and representing a ridership decrease of 2.6% (or a loss of approximately 45,000 riders). Revenues for September 2013 were down 3.6% compared to September 2012, with total FY 2013 revenues down 1.1% below FY 2012. Ridership losses appear to be lessening as ridership for the last quarter of FY 2013 (July - September 2013) was even with the same quarter in FY 2012 as compared to the first three quarters of FY 2013 (October 2012 - June 2012) was 3.4% below the first three quarters of FY 2012.

Despite these ridership and revenue declines, on-time performance (OTP) for the Capitol Corridor was a remarkable 97% for September 2013. The superior OTP for September 2013 resulted in the Capitol Corridor finishing FY 2013 as the most reliable service [95%] in the Amtrak system for the fourth year in a row. This is a magnificent accomplishment and brings to light the strong commitment by our operating partners to the reliable and safe operation of the Capitol Corridor trains -- Caltrain, Union Pacific Railroad, Amtrak and Bar Pilots [tug boat operators who request the lifting of the Benicia-Martinez Rail Drawbridge].

The year-end system operating ratio improved to 51% primarily due to lower fuel prices and reduced fuel consumption. With the installation of the power cabinets at the Sacramento Valley Station, the engines of the five trainsets lay overnight are turned off and power is supplied through the electrical power cabinets at the ends of the platforms, which has reduced FY 2013 fuel consumption at Sacramento by 64% through August 2013 and lowered system fuel costs by approximately 41%.

Standard	Sept. 2013	vs. Sept. 2012	YTD	vs. Prior YTD	vs. FY13 Plan
Ridership	132,937	0.0%	1,701,185	-2.6%	-4.9%
Revenue	\$2,328,922	-3.6%	\$29,186,617	-1.1%	-7.4%
Operating Ratio	50%	49%	51%	50%	52%
OTP	97%	96%	95%	94%	90%

Notes: Ridership was even for September 2013 compared to last September, which helped to erase some of the ridership losses for this year. Revenue was 3.6% below September 2012. While FY2013 ridership and revenue were below last year's results by 2.6% and 1.1%, respectively; year-end system operating ratio improved to 51% (lower fuel prices consumption) and FY2013 OTP was 95%, finishing #1 in the Amtrak system for the 4th year in a row.

The analyses of the final ridership reports for FY 2013 draw sharp conclusions on the ridership losses:

- The top five city pairs experienced a decline of 26,000 and each of these city pairs were affiliated with Sacramento Station, which was 6% below last year's results
- #6 -#10 city pairs had ridership decreases of 31,000 and three of these five city pairs were affiliated with Davis Station, which was 5% below last year's results
- Combined together, the Davis and Sacramento stations experienced ridership decreases of 40,000, representing 88% of the loss in ridership in FY 2013. Davis had 10,000 less boardings

and Sacramento had 30,000 less boardings when compared total ridership loss of 45,000 boardings.

- A train-by-train analysis indicates that ridership on:
 - Weekday peak travel trains (morning and late afternoon/evening) are about equal to or slightly below [-2% to -3%] compared to FY 2012 with the exception of the Placer County trains which are down 10%.
 - Weekday midday trains are significantly below [-10%] last year's results
 - Weekend trains are either even with or slightly below [0% to 3%] struggling

The next step is to conduct a detailed review of the station boardings and alightings for each weekday and weekend train to get a better understanding of which markets are underperforming and develop marketing and promotional programs to turn around these ridership losses.

October 2013 Results

Ridership for October 2013 was 125,807 passengers, which was unfortunately 3.4% below the ridership results for last October. Starting in FY 2014 Amtrak adjusted ridership reports to account for the actual tickets lifted via the scanning of tickets by the conductors. This reflects a better, truer utilization of the trains. Previously, multiride tickets were not directly logged into the system but the passenger counts for multiride tickets were estimated based on assumed usage (i.e., 42 trips were attributed to monthly tickets). While the new reporting system has recently been implemented in October 2013, CCJPA staff has been tracking actual passenger counts from daily e-ticketing reports since September 2012 and have seen that previous monthly ridership reports overestimated ridership by 15%-20%. This adjustment for overestimated ridership counts can be seen in the ridership report for October 2013. For October 2013, the daily e-ticketing reports showed that lower passenger counts for weekday and weekend trains in the beginning of the month during the discussions and developments surrounding the BART strike. During the four-day BART strike, ridership on the trains spiked upwards by 10%-15%. After the BART strike, train counts picked up during the second half of the month and resembled counts from the same period in October 2012.

Note that even with this 15%-20% downward adjustment, the Capitol Corridor remains as the 3rd busiest route in the Amtrak system.

Initial ticket revenues were reported to be 9.9% below October 2012; however, based on projections from Amtrak that the ridership adjustment would not affect revenues, staff requested an immediate review of why revenues dropped so significantly. Amtrak promptly conducted its review and concluded that there was a delay in reporting accrued revenues from 10-ride tickets in October 2013. As such, the ticket revenues were adjusted upwards resulting in a reported decrease in revenues of 4.5% which is better than the initial report of a 9.9% decrease. The adjusted revenues improved the system operating (or farebox) ratio to be 54%, compared to 51% from last October. Amtrak has indicated that the actual reported revenues for the remainder of FY2014 starting in November 2013 will better align with previous FY2013 monthly results as well as with the FY2014 monthly budget projections.

The Capitol Corridor did start the year well with on-time performance of 96% for October 2013.

Funding Outlook – State and Federal

Draft FY 14-15 State Budget

In January 2014, the Governor will release his draft State Budget for FY 14-15. The State Budget Act of 2013 for FY 13-14 included an additional \$18.6 million to the initial \$90.3 million to support the operation of the three CA IPR services (San Joaquin, Capitol Corridor and Pacific Surfliner). The revised total of \$108.9 million for the CA IPR services conformed with the implementation of the PRIIA Section 209 pricing policy for the nation's twenty-seven (27) Amtrak-operated, state supported IPR services. It is

anticipated that the Governor's Draft FY 14-15 State Budget will continue with this conformance to PRIIA Section 209 for the three CA IPR services.

Governor's Actions on Cap and Trade Auction Proceeds

The Department of Finance and Air Resources Board have released the final Cap and Trade Investment Plan for FY 2013-14 through 2015-16, which will now be submitted to the Legislature. The Plan prioritizes Sustainable Communities & Clean Transportation, including: Sustainable Communities Strategies Implementation, such as: rail modernization and system integration (including intercity and high speed rail); public transit with connectivity to rail; expanded transit and ridership programs; infrastructure; livable communities; transit-oriented development; and, active transportation. The State FY 13-14 Budget, however, delayed the appropriation of Cap and Trade funds until the 2014-15 budget year with a \$500 million loan to the General Fund from Cap and Trade funds for General Fund relief. Going forward, there is uncertainty if the Governor will pursue or support legislation for the allocation of revenues from future Cap and Trade auctions or whether this allocation will be done administratively through agency or departmental actions.

Federal Surface Transportation Reauthorization

While there has been limited progress to date in the efforts to reauthorize the Passenger Rail Improvement and Investment Act of 2008 (which expired on October 16, 2013), discussions with Congressional staff indicate that meetings are beginning to draft some language for the reauthorization of some sections of PRIIA. CCJPA and staff from other state IPR agencies have begun discussions to introduce language for the modifications to Section 209 on the pricing for state-sponsored Amtrak-operated IPR services like the Capitol Corridor. Other initial reauthorization discussions have centered on the railroad safety programs, including Positive Train Control (PTC). Another area of focus has been with the development of a federal Rail Title in the reauthorization to provide a multi-year federal capital grants program (using new revenue sources) for state-supported IPR and HST services. Principles have been developed by APTA and States for Passenger Rail Coalition to provide the platform for this proposed Rail Title federal capital grants program. APTA is expected to adopt a set of principles at its Board of Directors meeting later this year. These principles will then be referenced into APTA's documents supporting the upcoming surface transportation authorization efforts of MAP-21, thereby helping to establish a federally-funded Rail Title.

Customer Service Program Upgrades

Bicycle Access Plan

While there has been a delay in the launch of the on-board bike policy enforcement program until Spring 2014 (due to the installation of PTC equipment on the cab cars), the cab cars that have been outfitted with PTC controls and added bike storage are in service on some Capitol Corridor trains. Concurrently, the CCJPA is working to replace one regular coach car with a coach/baggage car which has expanded lower level bike space (similar to modified cab cars) on some of the trains with heavy bike utilization.

Concurrently at-station elements of the Bicycle Access Plan are moving forward with funding agreements and allocation requests to support those actions. The CTC is expected to allocate the final bulk of the funding (\$556,000 in December 2013) and once all the agreements and paperwork are in place, the CCJPA will begin the process of deploying the eLocker and folding bicycle rental programs thereafter.

Amtrak e-Ticketing Program

Staff is working with Amtrak to deploy onboard print capability for the eTicketing initiative onboard Capitol Corridor trains. Pilot program conducted from July- August 2013. CCJPA has procured 110 mobile printers that are in process for release and distribution along Capitol Corridor Route by year's end. The next phase of this e-Ticketing improvement program is to integrate onboard processing of multi-ride tickets, which will allow the majority of Capitol Corridor passengers (over 55%) to store their tickets on their smartphone or laptop or mobile device. This initiative is expected to be launched in the

January/February timeframe and will receive a resounding welcome from frequent Capitol Corridor riders.

Safety Initiatives

Safety Fences

UPRR and CCJPA are continuing to advance other safety fence projects as a means to deter trespassers. Planned locations include Sacramento, Richmond and Hayward.

Grade Crossing Upgrades

To address delays and community safety concerns, the CCJPA is working with UPRR and Amtrak to develop an action plan and funding program to prevent cars from getting stuck on the tracks. There has been a recent increase in these incidents at or near the Oakland Jack London Station/Embarcadero roadway (which have caused 30+ minute delays to the trains).

Marketing Updates

CCJPA's Marketing Team has reinstated (1) 50 percent online fare discount for weekend travel and (2) the popular Seniors ride for 50% off on selected weekday midday trains to address ridership losses on weekend and midday weekday trains.

A supplemental report was sent under separate cover.

Outlook

For FY 2013, the Capitol Corridor could not keep up with last year's record-setting ridership and revenue results. Capitol Corridor trains carried 1.70 million riders in FY2013, a 2.6% decrease compared to FY 2012 with revenues down 1.1% versus FY 2012.

The results from October 2013 show continued ridership losses and an initial review of ridership reports indicate that these losses are limited to (1) Placer County weekday trains, midday trains, and some weekend trains and (2) large ridership drops at the Sacramento and Davis stations. Detailed analyses will be conducted over the next month to identify specifics on underperforming trains and stations and develop an action plan [targeted marketing campaigns and community outreach] to address these deficiencies.

Despite these ridership losses, the Capitol Corridor remains the 3rd busiest route in the Amtrak system and has a solid base of frequent users (both weekday and weekend) thanks in large part to the consistently high-quality and reliable customer-focused operation of the trains [OTP of 96% in last seven consecutive months].

Looking forward, the CCJPA team will: (1) complete pre-development work for the service expansion projects (involving San Jose/Salinas, Placer County); (2) develop operations plans for these service expansions; and (3) prepare advocacy strategies to secure capital grant funds to construct these service expansion projects and advance customer service and safety initiatives.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (November 20, 2013 Meeting)

PURPOSE

To provide a report on work completed up to the November 20, 2013 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. CCJPA/Amtrak FY2014 Operating Agreement. With the receipt of the allocation letter of FY 13-14 funds from the California State Transportation Agency (formerly BT&H) and pursuant to CCJPA Board Resolution 13-10 (adopted September 18, 2013), Amtrak and the CCJPA executed the FY2013 CCJPA/Amtrak Operating Agreement. The budget for this contract excludes the amount of \$1.26 million between the CCJPA and Amtrak, which is the disputed amount of Amtrak's proposed charges to the CCJPA for Amtrak's allocated charges of it call center to the Capitol Corridor.
- b. Consultant Support for Vision and Service Planning Ad Hoc Committee. As directed by the CCJPA Board at its September 18, 2013 meeting, staff has retained consultant services to support staff and the CCJPA Board Vision and Serving Planning Subcommittee to further develop the CCJPA Vision Plan Update. It is anticipated that the Subcommittee will convene again in December 2013 to continue the tasks necessary to prepare the Vision Plan Update over the next 6-12 months.
- c. Marketing and Communications Activities (September – October 2013): The following work has been completed as part of the CCJPA's FY2013-2014 Marketing and Communications Programs:
 - Advertising: Online advertising of "Take 5" promotion continued, Weekend 50% offer and Seniors Ride Half Off Midweek launched mid-October
 - Publications: Fall timetable, Take 5 Rack cards, Raiders discount rack cards
 - Promotions:
 - Created a 50% discount for Stitches West 2014 conference attendees (Feb 2014)
 - Weekend 50% promotional offer began mid-October
 - Cal Football promotional partnership began; in-game presence and radio spots
 - Oakland Raiders partnership begins; train/game tickets will be given away via KHTK radio promotion, also offering a 25% discount on train travel to the game
 - Media/Public Relations:
 - Sac/Roseville 3rd Track – coordinating with Public Outreach efforts
 - KCRA live TV coverage, streaming from on-board Capitol Corridor during the BART strike

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (November 20, 2013 Meeting)

PURPOSE

To provide an update on work in progress up to the November 20, 2013 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Status of CCJPA Bike Access Program. In February 2013 the CCJPA Board adopted the CCJPA Bicycle Access Plan. A delay has been incurred with the enforcement phase of the Bike Access Program due to the installation of PTC equipment on these cab cars after these cars go through the bike storage retrofit program. In short, the roll-out of the enforcement program has been delayed until later in Spring 2014 when the PTC installations on the cab cars are complete. The other at-station elements of the Bicycle Access Plan are moving forward with funding agreements and allocation requests to support those actions. The CTC is expected to allocate the final bulk of the funding (\$556,000 in January 2014) and once all the agreements and paperwork are in place, the CCJPA will begin the process of deploying the eLocker and folding bicycle rental programs thereafter.
- b. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering. With the commencement of the formal environmental documentation process begins, which is expected by mid-November 2013, an evolving public participation plan will be in effect which includes a systematic program of engagement with stakeholders and the general public. A website created for the project, including on-line/click through presentations of the project, as well as the more standard public meetings in the Roseville and Sacramento areas, will provide the public an analysis of project alternatives, environmental analysis, and any potential impacts and mitigations. Public comments will be utilized in the environmental documentation process. A purpose and need statement has been developed which will focus the development of the environmental documentation.
- c. Proposition 1B Transit Safety/Security Improvement Projects.
 - Security Cameras at Capitol Corridor Stations: Work completed on initial engineering design for installation of cameras and surveillance equipment at Auburn, Martinez and Suisun Stations. FY12/13 Prop1B funding is now available to begin moving project forward.
 - Automated Ticketing Validation (ATV) Project: Staff is working with Amtrak to deploy onboard print capability for the eTicketing initiative onboard Capitol Corridor trains. Pilot program conducted from July- August 2013. CCJPA has procured 110 mobile printers that are in process for release and distribution along Capitol Corridor Route. The next phase of this e-Ticketing improvement program is to integrate onboard processing of multi-ride tickets , which has been scheduled for release in the January/February timeframe.

- Security Fence Projects: With the approval of Phase 2 Fencing and Security Enhancements project (Agenda Item VI. 7), a total of 15,802 feet of fencing will be constructed along the Capitol Corridor Route in 2013/14. Finalize agreements and environmental clearances are underway and all construction will be completed prior to 6/30/2014.
- d. Positive Train Control (PTC) Update. The Union Pacific's plan for PTC implementation remains the same in that the Los Angeles basin will be first, with the Northern California area next. Initial reports are that the implementation of PTC in the LA Basin has been delayed to first quarter 2015, putting PTC installation on the Capitol Corridor route sometime after the second quarter of 2015. The Union Pacific is also studying the possibility of beginning an initial phase where both PTC equipped and non-PTC equipped trains would operate over the Capitol Corridor route together, as a way of testing the system. Possible challenges to the overall implementation of PTC include expected action by the Federal Communications Commission (FCC) regarding coordination of radio frequencies, and potential action by the US Congress to change the deadline date. A recent report by the Government Accounting Office has suggested that PTC installation could be delayed by a variety of technical and administrative challenges.

Installation of the PTC equipment on the state-owned equipment is currently proceeding with all locomotives equipped and installation on cab cars underway (~60% complete). Completion is expected by April 2014.

- e. Proposed Extension of Capitol Corridor Trains to Salinas. On October 17, 2013 CCJPA Board Chair Jim Spering, Vice Chair Gail Murray and staff met with TAMC project team as part of the CA Intercity Passenger Rail Leadership Team meeting to receive an update on the proposed extension of Capitol Corridor service to Salinas, including upcoming project milestones on design plans, right-of-way acquisition, and agreements for track construction. Concurrently, the TAMC Board approved a "Capitol Corridor Reimbursement Agreement" at their October 23rd, 2013 meeting, which will reimburse CCJPA for an amount up to \$45,000 for staff hours spent working on the Salinas Rail Extension project between October 1, 2013 and September 30, 2015.
- f. Climate Corps Bay Area Fellowship for Sea Level Rise and the Capitol Corridor. The CCJPA has retained an intern as a Graphic Information System (GIS) Specialist who will be with CCJPA for 10 months. The duties of this intern will be using GIS to map a variety of data layers to assess the impact of future sea level rise for impacts and adaptation responses to the Capitol Corridor route and the track infrastructure, which will include coordinating with the CCJPA Vision Plan Update with a variety of agencies, such as the Bay Conservation Development Commission (BCDC).
- g. Upcoming Marketing Activities. The following work is underway as part of the CCJPA's FY 2013-14 Marketing Programs:
- Advertising: Online advertising of Weekend 50% offer; print and possibly TV advertising of Seniors Ride Half Off Midweek
 - Publications: Winter Timetable, Annual Performance Report in progress
 - Promotions:
 - Partnership to promote holiday travel with SF CVB
 - Media/Public Relations:
 - Sac/Roseville 3rd Track – coordinating with Public Outreach efforts
 - Customer Communications:
 - Working with vendors to post Service Alerts to Twitter
 - Developing plan for Jan/Feb Tie Renewal Project Service Disruption

RECOMMENDATION

For information only.