



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday February 20, 2013

10:00 a.m.

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

A simultaneous teleconference call will take place at:

San Jose City Hall
200 E. Santa Clara Street, Room 1854
San Jose, CA 95113

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Minutes of the November 14, 2012 Meeting *Action*
- V. Consent Calendar [No items]
- VI. Action and Discussion Items
 1. Business Plan Update (FY 2013-14 – FY 2014-15) *Action**
 2. Oakland-San Jose Phase 2 Project - Environmental/Design Plans *Action*
 3. Legislative Matters/Governor's Draft FY 13-14 Budget *Action*
 4. CCJPA Bike Access Plan *Action*
 5. TAMC/CCJPA Principles of Agreement – Extension of Capitol Corridor Trains to Salinas *Action*
 6. Managing Director's Report *Info*
 7. Work Completed *Info*
 - a. Capitol Corridor Annual Performance Report (FFY 2012)
 - b. CCJPA Annual Independent Audit (FY12)
 - c. Marketing Activities (November 2012 – January 2013)
 8. Work in Progress *Info*
 - a. Yolo Causeway West Crossover Project
 - b. Donner Pass Phase Project (2nd Train to/from Auburn)
 - c. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering
 - d. Proposition 1B Transit Safety/Security Improvement Projects
 - e. *Vision Plan Update*
 - f. CPUC Hearings: City of Davis Application for Grade Crossing at Davis Station
 - g. Upcoming Marketing Activities
- VII. Board Member Reports
- VIII. Public Comments
- IX. Adjournment. Next Meeting Date: 10:00 a.m., April 17, 2013, at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

Notes:

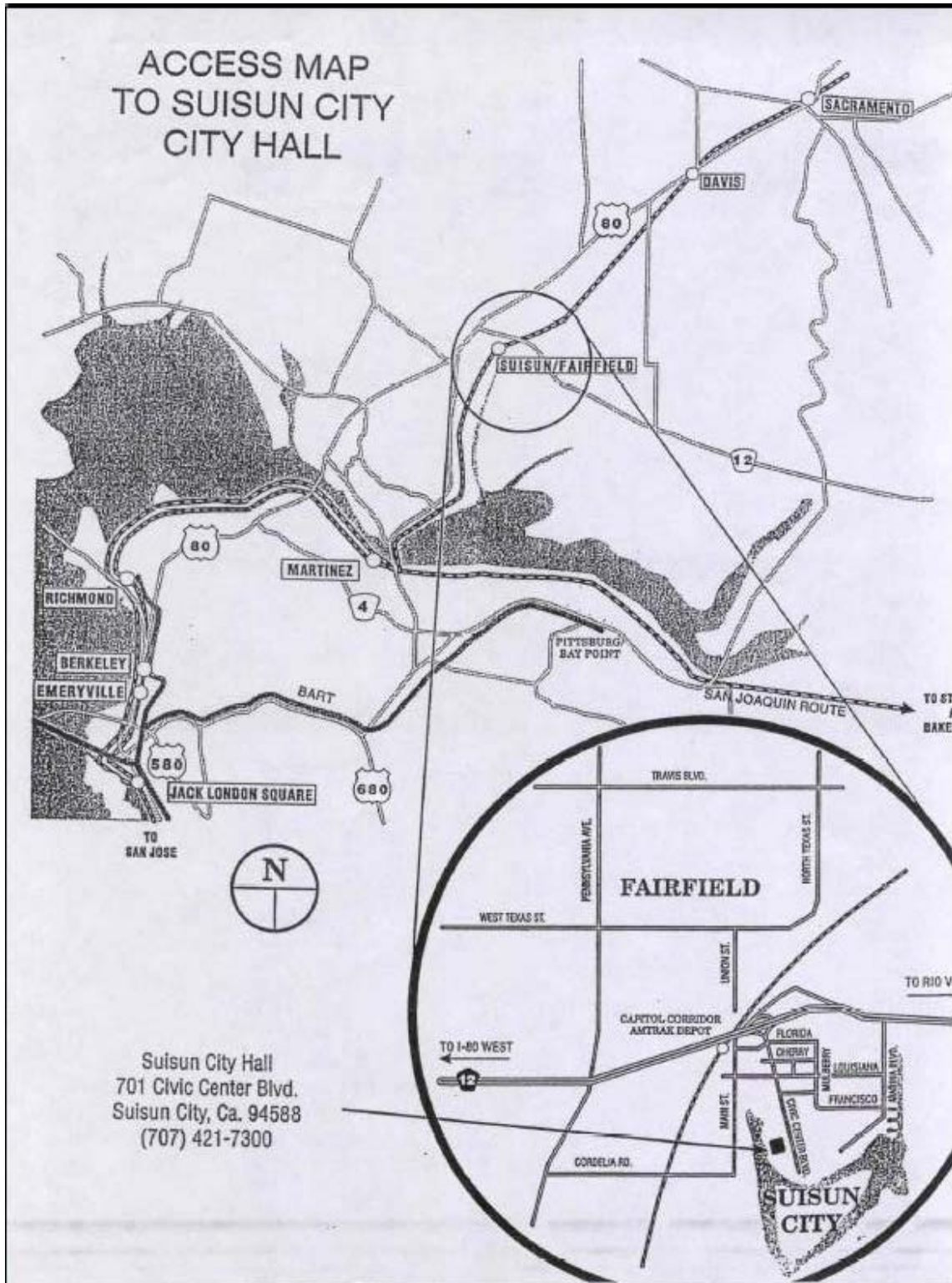
Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is 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.

* Approval of the business plan requires an affirmative vote of at least two-thirds (11) of the appointed members.

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 SUISUN CITY HALL



CAPITOL CORRIDOR JOINT POWERS AUTHORITY**Regular Board Meeting****Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 87th Meeting
November 14, 2012**

The 87th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority was held at 10:00 a.m., Wednesday, November 14, 2012 via simultaneous teleconference at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; and at San Jose City Hall, 200 East Santa Clara Street, Room T1853, San Jose, California; and at Placer County Transportation Planning Agency, 299 Nevada Street, 2nd Floor Conference Room, Auburn, California. Chair James Spring presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Chair Spring called the meeting to order at 10:02 a.m.

II. Roll Call. Directors present in Suisun City: Chair James Spring, Solano Transportation Authority (STA); Dan Wolk, Yolo County Transportation District (YCTD); Xavier Campos, Santa Clara Valley Transportation Authority (SCVTA); Thomas M. Blalock, San Francisco Bay Area Rapid Transit District (BART); Gail Murray, BART; Harry Price, STA Alternate for Director Batchelor.

Directors present in Auburn: Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Keith Nesbitt, PCTPA.

Directors Steve Cohn, Sacramento Regional Transit District (SRTD), Joel Keller, BART, and John McPartland, BART Alternate for Vacant Alameda County seat, in Suisun City; and Director Rose Herrera, SCVTA, in San Jose, entered the meeting later.

Absent: Directors Phil Serna, SRTD, Oscar Villegas, YCTD; James Fang, BART; Lynette Sweet, BART; and Jack Batchelor, Jr., STA, (Alternate in stead).

Chair Spring led the Board in the Pledge of Allegiance.

III. Report of the Chair. Chair Spring referred the Board of Directors to the Report of the Chair distributed during the Meeting.

Director Cohn entered the meeting in Suisun City.

1. Election of Chair and Vice Chair (2-year term effective January 1, 2013) for the Capitol Corridor Joint Powers Authority Board of Directors.

Chair Spring brought the matter of the Election of the Chair and Vice Chair before the Board for consideration, asking the Nominating Committee, Directors Blalock and Holmes, to report the recommendation of the Committee.

Director Blalock moved the election of Chair Jim Spring to be the Chair of the Capitol Corridor Joint Powers Board and Vice Chair Gail Murray to be the Vice Chair for the 2013 through 2014 two-year term. Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 9 – Directors Spring, Cohn, Holmes, Nesbitt, Wolk, Campos,

Blalock, Murray, and Price. Noes: 0. Absent: 7 – Directors Serna, Villegas, Herrera, Fang, Keller, Sweet, and McPartland.

Director Herrera entered the meeting in San Jose.

IV. Minutes of September 19, 2012 Meeting and V. Consent Calendar. Chair Spring proposed combining items IV. and V. into a single motion. Director Murray moved approval of Item IV. Minutes of the September 19, 2012 Meeting and Item V. Consent Calendar, CCJPA Board 2013 Meeting Schedule. Director Blalock seconded the motion, which passed by unanimous roll call vote. Ayes: 10 – Directors Spring, Cohn, Holmes, Nesbitt, Wolk, Herrera, Campos, Blalock, Murray, and Price. Noes: 0. Absent: 6 – Directors Serna, Villegas, Fang, Keller, Sweet, and McPartland.

VI. Action and Discussion Items (Executive Director).

- 1. Capitol Corridor Annual Performance Report (FY 2011-12). Mr. David Kutrosky, Managing Director, presented a recommendation to adopt the draft Capitol Corridor Annual Performance Report for the reporting period of Federal Fiscal Year (FY) 2011-12 (October 2011 through September 2012).**

Directors Keller and McPartland entered the meeting in Suisun City.

Director Murray moved adoption of Resolution No. 12-09, In the Matter of Approving the Capitol Corridor Annual Performance Report (FY 2011-12). Director Price seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Spring, Cohn, Holmes, Nesbitt, Wolk, Herrera, Campos, Blalock, Keller, Murray, Price, and McPartland. Noes: 0. Absent: 4 – Directors Serna, Villegas, Fang, and Sweet.

- 2. Legislative Matters. Mr. Kutrosky provided the Board with an overview of proposed legislative matters affecting Capitol Corridor Service and advised no action was required.**

Mr. Mike Barnbaum addressed the Board.

- 3. Capitol Corridor Bicycle Access Plan. Mr. Kutrosky reviewed the draft Capitol Corridor Bicycle Access Plan and asked the Board to provide comments. Mr. Kutrosky advised there was no action required. The Board discussed the Plan.**

Director Holmes exited the meeting in Auburn.

Mr. Alan Miller addressed the Board.

- 4. CCJPA Policy Goals and Objectives: Extension of Capitol Corridor Trains to Salinas. Mr. Kutrosky presented recommended Policy Goals and Objectives to guide the development and operation of a proposed extension of Capitol Corridor trains to Salinas as requested by the Transportation Agency for Monterey County, the sponsoring agency.**

Director Nesbitt exited the meeting in Auburn.

Director Cohn moved adoption of the Goals and Objectives, Extension of Capitol Corridor Train Service to Salinas, Capitol Corridor Intercity Passenger Train Service (Auburn-Sacramento-Oakland/San Francisco-San Jose), Introduced November 14, 2012. Director Campos seconded the motion, which passed by unanimous roll call vote. Ayes: 10 – Directors Spring, Cohn, Wolk, Herrera, Campos, Blalock, Keller, Murray, Price, and McPartland. Noes: 0. Absent: 6 – Directors Serna, Holmes, Nesbitt, Villegas, Fang, and Sweet.

5. **Overview of California State Rail Plan (Caltrans Division of Rail).** Mr. Kutrosky introduced Mr. Clem Bomar, Caltrans Division of Rail, who provided a review of the development of the California State Rail Plan. Mr. Kutrosky noted there was no action required.

Mr. Mike Barnbaum addressed the Board.

Director Cohn exited the meeting in Suisun City.

6. **Managing Director's Report.** Mr. Kutrosky presented a review of monthly service performance, focusing on the Yolo Causeway improvements, the Oakland Embarcadero Station, and the on-board wifi program. Mr. Kutrosky advised the Board of service performance highlights including revenue, customer satisfaction index, on time performance, and causes of delays.

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. None were received.

VIII. **Public Comments.** Chair Spering invited comment from the public.

Mr. Mike Barnbaum addressed the Board.

IX. **Adjournment.** Meeting adjourned at 12:20 p.m. Next Meeting Date: 10:00 a.m., February 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 November 14, 2012 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CCJPA FY 2013-14 – FY 2014-15 BUSINESS PLAN UPDATE

PURPOSE

For the CCJPA Board to approve the CCJPA FY 2013-14 – FY 2014-15 Business Plan Update (February 2013).

BACKGROUND

A preliminary draft of this business plan update was prepared by staff and sent to the SCG for review. Comments were incorporated into the Draft FY 2013-14 – FY 2014-15 Business Plan Update, which was released for public review. For this year's business plan update, public workshops were held January 28-31. Comments received during the public review process, and any input, as appropriate, has been incorporated in the document. (A compilation of comments from the public and from the workshops were sent under separate cover.) Upon approval by the CCJPA Board, the revised business plan update will be finalized and submitted to the Secretary of Business, Transportation and Housing Agency (BT&H) by April 1, 2013, in accordance with the CCJPA's enabling legislation.

In summary, this Business Plan Update (sent under separate cover) is based upon the State's current difficult financial situation and focuses on retaining and growing ridership through the (1) continued efforts with Union Pacific Railroad (UPRR) and Amtrak mechanical staff to maintain/improve on-time reliability to acceptable levels (90% 'on-time' or better) and (2) enhancements of recently introduced passenger service amenities (such as website expansion, 4G wireless service, and e-ticketing channel for multiride tickets).

- Maintains the current 30-weekday service plan that went into effect in August 2012 (22- train weekend schedule remains unchanged);
- Presents a 10-year capital program of projects that is consistent with the CCJPA *Vision Plan* and supports the California High Speed Train Blended Service Plan for Northern California and identifies a funding strategy that recognizes limited state funding and almost no federal funding; and
- Builds upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

The proposed service levels and capital plans outlined in the FY 2013-14 – FY 2014-15 Business Plan Update are consistent with Caltrans' Draft *California State Rail Plan* (February 2013) and MTC, SACOG, and PCTPA regional transportation plans.

RECOMMENDATION

It is recommended that the CCJPA Board approve the CCJPA FY 2013-14 – FY 2014-15 Business Plan Update and submit a copy of the Business Plan Update to the Secretary of BT&H. (Approval of the Business Plan Update requires an affirmative vote of at least two-thirds (11) of the appointed members.)

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the State Fiscal Year 2013-14 – FY 2014-15
Business Plan Update for the Capitol Corridor Service
for the Capitol Corridor Joint Powers Authority /

Resolution No. 13-01

WHEREAS, the CCJPA staff have prepared a Draft FY 2013-14 – FY 2014-15 Business Plan Update (“Business Plan Update”), held a series of public workshops between January 28 and 31, and received comments, which, as appropriate, were incorporated into the draft document; and

WHEREAS, the Business Plan Update reflects a weekday train schedule that went into effect in August 2012 that optimized the service plan from 32 to 30 weekday train and reduced operating costs, and outlines a capital funding strategy to advance the CCJPA’s Capital Improvement Program (CIP) that includes the CCJPA’s involvement in the High Speed Train Blended Service Plan for Northern California , and builds upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor “brand”; and

WHEREAS, the CCJPA Board acting for and on behalf of the Capitol Corridor Joint Powers Authority has prepared for the State of California Business, Transportation and Housing Agency (“BT&H”) a Business Plan Update for the Capitol Corridor Service for State FY 2013-14 – FY 2014-15 in the form appended hereto; and

WHEREAS, preparation and submission of the Business Plan Update to the Secretary of BT&H by April 1 of each year is mandated pursuant to the provisions of California Government Code 14070.4(b);

RESOLVED, that the CCJPA Board does hereby approve and adopt the FY 2013-14 – FY 2014-15 Business Plan Update for the Capitol Corridor Service.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to BT&H and Caltrans.

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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:** February 12, 2013

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: OAKLAND-SAN JOSE PHASE 2 PROEJCT – ENVIRONMENTAL/DESIGN PLANS

PURPOSE

For the CCJPA Board to authorize funding and related agreements to prepare the design plans and environmental documentation for the Capitol Corridor Oakland-San Jose Phase 2 Project.

BACKGROUND

The CCJPA is currently working with passenger rail agencies in Northern California (ACE, San Joaquin/Caltrans, Caltrain) and the California High Speed Rail Authority (CHSRA) on the CHSRA's Year 2018 High Speed Train (HST) Blended Service Plan. This planning effort includes the development of an integrated, comprehensive service expansion plan and train schedule to utilize and connect with the CHSRA HST First Construction Segment (FCS) between Bakersfield and Fresno/Madera. CCJPA has ensured that the CCJPA's Capitol Corridor Oakland-San Jose Phase 2 Project is in the service plan, which would expand Capitol Corridor train service from 14 to 22 daily trains to/from Silicon Valley/San Jose.

To date, both host railroads for the Oakland-San Jose Phase 2 Project, Union Pacific Railroad (UPRR) and Caltrain, have been actively involved in the development of the Year 2018 HST Blended Service Plan and are conducting network simulation modeling exercises to confirm previously identified track capacity projects (as well as any replacement or new projects) to support the CCJPA 22-train (and the ACE 12-train) service expansion plan to San Jose/Silicon Valley.

At this point, the CCJPA is now ready to advance the design plans and complete the environmental documentation for the Capitol Corridor Oakland-San Jose Phase 2 Project, which include subprojects that will provide track capacity for the ACE service expansion plan. The 2012 State Transportation Improvement Program includes funds [\$3.53 million] to support the pre-development work for the project. These programmed funds are to be allocated by the California Transportation Commission (CTC) to the CCJPA at its March 2013 meeting. As such, staff is requesting that the CCJPA Board authorize staff to complete the necessary agreements to secure these design/environmental planning funds for the Oakland-San Jose Phase 2 Project.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements necessary to secure funding and related agreements to prepare the design plans and environmental documentation for the Capitol Corridor Oakland-San Jose Phase 2 Project.

Motion: The CCJPB adopts the attached resolution

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization to Secure Funding and
Related Agreements for the Design Plans and
Environmental Documentation for the
Capitol Corridor Oakland-San Jose Phase 2 Project/

Resolution No. 13-02

WHEREAS, the CCJPA is working with passenger rail agencies in Northern California (San Joaquin Regional Rail Commission/Altamont Corridor Express (ACE), Caltrans Division of Rail/San Joaquin trains and Caltrain) and the California High Speed Rail Authority (CHSRA) on the CHSRA’s Year 2018 High Speed Train (HST) Blended Service Plan; and

WHEREAS, the goal of this coordinated planning effort is the development of an integrated, comprehensive service expansion plan and train schedule to utilize and connect with the CHSRA HST First Construction Segment (FCS) between Bakersfield and Fresno/Madera, and will include the CCJPA’s Capitol Corridor Oakland-San Jose Phase 2 Project (“Project”) that would expand Capitol Corridor train service from 14 to 22 daily trains to/from Silicon Valley/San Jose; and

WHEREAS, both host railroads for the Oakland-San Jose Phase 2 Project, Union Pacific Railroad (UPRR) and Caltrain, have been actively involved in the development of the Year 2018 HST Blended Service Plan and are conducting network simulation modeling exercises to confirm previously identified track capacity projects and any replacement or new projects to support the CCJPA 22-train and the ACE 12-train service expansion plan to San Jose/Silicon Valley; and

WHEREAS, the CCJPA is now ready to advance the design plans and complete the environmental documentation for the Project based on the results of the network simulation modeling exercises by the host railroads; and

WHEREAS, \$3.53 million is programmed and available in the State Transportation Improvement Program (“STIP”) Interregional Improvement Program (“IIP”) for the CCJPA to advance this pre-development work for the Project; and

RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or her designee to enter into the necessary funding and related agreements to secure funding and related agreements to prepare the design plans and environmental documentation for the Capitol Corridor Oakland-San Jose Phase 2 Project.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to the California Transportation Commission, Caltrans Division of Rail, San Joaquin Regional Rail Commission, Caltrain, Union Pacific Railroad, and the California High Speed Rail Authority.

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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: February 12, 2013

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

State Legislative Matters

FY 13-14 Draft State Budget

The Governor's Draft FY14 Budget was released on January 10, 2013. In regards to the state's intercity passenger rail (IPR) program, the budget to support the operating contracts is capped at \$90 million and does not include increased funds for the start of the Section 209 pricing policy that increases costs associated with the transition of increased state operating support from 70% to 100% for the Pacific Surfliner. While the Governor (through the Caltrans Director) adopted the Section 209 Policy in October 2011, the primary reason that the budget did not increase was the operating costs estimates from Amtrak were initial and not final. Complete and final FY14 operating (and ridership and revenue) estimates are expected from Amtrak in March 2013. It is anticipated that these updated/final FY14 operating costs can then be included in the Governor's May Revise for the State FY14 Budget.

State Legislation

SCA 4 (Liu)/SCA 8 (Corbett)- Local Transportation Sales Tax Threshold [CCJPA POSITION-WATCH]

These Constitutional Amendments 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: Bills were introduced in Senate on Jan. 22, 2013.

Federal Legislation

FY2013 Amtrak

With the impending implementation of sequestration by Congress in the next few months combined with the expiration of the 6-month partial FY2013 federal appropriation on March 31, 2013, the Amtrak budget for FY2013 is expected to be impacted. Initial projections indicate that the Amtrak budget will be reduced by 3%-4% by the enactment of budget reductions through sequestration. While the operation of the Capitol Corridor is financed entirely by passenger fare revenues and the annual state budget allocation, staff is concerned that these budget cuts would impact Amtrak support functions (e.g., safety training, hiring, procurement).

Amtrak Board Nominees Confirmed by Senate

[CCJPA POSITION- SUPPORT]

On January 2, 2013, the Senate confirmed President Obama's two nominees to the Amtrak Board of Directors - Christopher R. Beall and Yvonne Braithwaite Burke. The appointment of Ms. Burke represents the first time in many years that there will be a citizen/resident of California serving on the Amtrak Board. California comprises nearly 20% of all Amtrak ridership and the total contract value for the three CA IPR service represents almost 45% of Amtrak's entire state contractual portfolio. Ms. Burke

currently serves on the California Transportation Commission (CTC) and is among other duties responsible for the allocation of state transport funds to the three CA IPR services.

FY2014 Appropriations

President Obama is expected to release the Administration's FY2014 budget in mid- to late February. Staff will provide updates on the federal FY2014 budget and process as more information becomes available.

Surface Transportation and Rail Safety Reauthorizations

MAP-21, the current federal surface transportation program, is only a two-year program and will expire in October 2014. PRIIA, the current railroad safety and Amtrak reauthorization, expires in October 2013. The overarching challenge to Congress is that the Highway Trust Fund (HTF), which finances both highway and transit (but not HSIPR), has continually been faced with depletion of its finances and has on numerous occasions received infusions of general revenues (transfers now total nearly \$40 billion) to keep the HTF from being bankrupt. PRIIA mandates the implementation of Positive Train Control (PTC) collision avoidance system by December 2015 but no federal matching funds program was ever established. Leadership in both houses, newly elected Chair of House Transportation & Infrastructure Committee, Congressman Shuster, and Senator Boxer, Chair of the Environment and Public Works Committee, have both separately committed to working on multi-year reauthorization programs for MAP-21 and PRIIA. CCJPA staff is working with APTA, AASHTO and other interested agencies to prepare principles that that will lay the foundation for the development of a multi-year federal capital grants program (using new revenue source(s)) that would be distributed to state-supported IPR and HST services.

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:** February 12, 2013

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CAPITOL CORRIDOR BICYCLE ACCESS PLAN

PURPOSE

For the CCJPA Board adopt the Capitol Corridor Bicycle Access Plan.

BACKGROUND

At the November 2012 CCJPA Board meeting the CCJPA staff presented a draft version of the Capitol Corridor Bicycle Access Plan for review and comment. At the time of the presentation, a key objective was to incorporate the results of a “mode of access” survey which was scheduled to take place between November 15 and December 15, 2012. The results of this important survey have been incorporated into the final version of the Capitol Corridor Bicycle Access Plan (hereafter “Plan”). The results did not significantly alter the draft version but have, instead, helped to verify and refine the plan elements. The Executive Summary of the Plan is included following this background for reference.

The Bicycle Access Plan (sent under separate cover) is built from the basis of the February 2012 CCJPA Board’s adoption of the CCJPA’s Principles of Bicycle Access Policy. The basis of the Principles and subsequent Plan are that the bicycle mode of access has grown past the point where CCJPA can safely accommodate bicycles on the train. There are various on-board and at-station strategies employed in the Plan to support bicycle access as follows:

On-Board Actions

- Increased on-train bicycle storage - Cab car retrofits are underway that will increase the 8300 series bicycle storage from seven to thirteen bicycles. This is a two year program. The first four of these retrofitted cars is now back in service and by early Spring 2013 there are expected to be sufficient “bicycle car” train cars that CCJPA can reliably count on a “bicycle car” as in the train consist of every operating Capitol Corridor train.
- Enforcement - regulating safe and secure bicycle storage on the train. As part of the Plan, the CCJPA includes phased-in enforcement of proper bicycle storage coinciding with the arrival of sufficient “bicycle cars” for each in-service train.
- Outreach/Education - public outreach regarding ways to reduce taking the bicycle on the train or proper bicycle storage on the train. Also customer communications about enforcement, storage, and at-station options. Also outreach about improved Capitol Corridor operational refinements to better accommodate bicycles.

At Station Actions

- Support local jurisdictions as they implement bicycle share programs and support bicycle share pods for train stations as jurisdictions implement bicycle sharing. End user costs would vary based on membership and time of use and would not be set by CCJPA.
- Install a comprehensive and coordinated system of electronic lockers (or secure storage areas) for bicycles that are serviced and maintained by an outside vendor. There are nominal hourly charges (between \$0.03 and \$0.05 per hour) for utilization of such storage system.

- Use the services of an outside vendor to implement a folding bicycle rental program (CCJPA's own direct form of bicycle sharing). In addition to low membership fees, there are low-cost charges to daily rental use set at about the daily cost of transit.

The implementation timeline for the Bicycle Access Plan is as follows:

- Continue cab-car retrofits and develop enforcement outreach campaign through Spring 2013 (estimated timeline for delivery of sufficient retrofitted cab-car or other rolling stock to ensure a "bicycle" car on every train consist). Also secure consultant assistance with procurement and funding assistance for at-station Plan elements.
- Spring 2013 - Implement phase one of the enforcement plan (a four-week educational phase) followed by phase two (full enforcement in effect) and monitoring of enforcement with bicycle car on every trainset.
- Mid-summer 2013 through late 2013/early 2014 – request and secure allocation of programmed STIP \$556,000 and secure partner funding for at-station Plan elements.
- Spring 2014 – install at-station elements on a station by station basis and monitor performance
- Fall/Winter 2014 and beyond – present annual report on bicycle usage and modify Plan elements based on monitoring detail.

In the Plan, the CCJPA has outlined the business models that drive these systems as well as the policies to support their integration into Capitol Corridor's annual operating program. Capital costs are covered through a combination of allocated and programmed funding sources, as well as anticipated local station partnership funding. Initial annual operating costs to support the proposed bicycle elements in the Plan are roughly \$49,000, which would be offset by revenues generated by end-users. A gradual uptake in revenue from the at-station elements would be expected after the first year; however, after an introductory period, it is anticipated by implementation of the electronic lockers and folding bicycle rental program net annual revenues are expected to exceed annual costs between \$6,400 and \$46,000 per year.

The Plan has significantly more details regarding these and other related Plan elements, each of which are designed to support, sustain, and grow safe bicycle use associated with Capitol Corridor service in a systematic approach. Peers from the two metropolitan transportation agencies, the four air districts, and many of the jurisdictions and bicycle advocacy organizations along the 170-mile Capitol Corridor route contributed to the formulation and evolution of the Plan. As well, ongoing evaluation of the Plan elements, once implemented, will help CCJPA make any necessary adjustments over time to maintain safe train operations while supporting existing and future bicycle demand.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the CCJPA's Bicycle Access Plan.

Motion: The CCJPB adopts the attached resolution.

1. Executive Summary

The Capitol Corridor Joint Powers Authority's (CCJPA) Bicycle Access Plan (hereafter "Plan") identifies specific actions both on the train and at stations, which, working together with its partners, CCJPA can take to improve bicycle access to/from train stations, and on the train. Demand for bicycle access to and from the trains has grown sharply as a percentage of total ridership and has outstripped the designated bicycle capacity on the train. Supporting bicycle access to/from Capitol Corridor service remains a core goal of the CCJPA for the benefits that accrue to the service, the riders, and the communities along the route. With the assistance and support of community experts, local and regional agencies, bicycle advocacy experts--including the train riders who regularly travel with bicycles--the CCJPA presents the Bicycle Access Plan as a tool to ensure safety onboard the train but also to continue the vital role bicycles play for existing and future Capitol Corridor customers, the environment and the economies that are supported by Capitol Corridor service. Prior drafts of this Plan were reviewed by the CCJPA Board, the public, and city/regional transportation and bicycle planners and leadership from bicycle advocacy organizations in the Capitol Corridor service area. Two surveys of Capitol Corridor riders have also shaped the Plan elements. The most recent of these surveys was an online mode of access survey conducted between November 15 and December 15, 2012. Analysis from this survey refined information contained in prior drafts of this Plan and has also been instrumental in shaping the business models for two key Plan elements. Based on such analysis, on an annual operational cost basis the CCJPA is expected to realize a modest amount of net revenues in excess of the costs of these amenities.

1.1. Background

The Capitol Corridor Joint Powers Authority (CCJPA) manages the Capitol Corridor intercity passenger rail service. The CCJPA is governed by a Board of Directors comprised of sixteen (16) elected officials from six (6) member agencies along the approximately 170-mile Capitol Corridor route.

CCJPA works with its partners: Amtrak for train operations, its two host railroads Union Pacific Railroad and Caltrain for train dispatching, and the State of California, specifically, Caltrans Division of Rail for rolling stock. Other partners in supporting Capitol Corridor service are the local jurisdictions.

The Capitol Corridor service began in December 1991 with six (6) daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998. Since then, it has grown into the third busiest intercity passenger rail service in the nation. The CCJPA currently runs 30 weekday round trips and has an annual ridership of nearly 1.8 million passengers.

1.2. Education, Encouragement, and Enforcement

Demand for more onboard bicycle access has required CCJPA to take various and somewhat independent actions to educate, encourage, and enforce the proper use of bicycles with Capitol Corridor train travel. Learning from prior efforts to address bicycle storage issues, a coordinated plan of action to reach out to bicyclists using the Capitol Corridor is included in this Plan.

1.3. Bicycle Access Improvements on the Train

Operational changes have resulted in more efficient bicycle storage use on trains. Train equipment rotations have been modified to ensure a minimum bicycle storage capacity and to match larger capacity train sets with busier trains where possible. CCJPA also has modified operations to ensure that the Berkeley Station stop can utilize 'double stops' when needed especially for bicycle ingress/egress. Train car assignments shared with the San Joaquin intercity service were optimized to try to regularly bring more bicycle storage equipped trains to the Capitol Corridor service when feasible. Some existing

cab cars are in the process of being retrofitted with a thirteen (13) bay bicycle storage facility which will enable CCJPA to effectively implement a bicycle storage enforcement program. For long-term solutions, Caltrans is in the process of ordering new railcars which will increase regular train-consist size and thus bicycle storage, and are also exploring the possibility of greater bicycle car storage options.

1.4. Bicycle Access Improvements at Stations

At-station bicycle solutions help resolve existing challenges and actually grow the mode share of bicycling with the Capitol Corridor service is to address bicycle access and storage solutions at stations. The CCJPA has researched the industry, gathered feedback from other transit providers and identified three strategies that will reduce the demand for onboard bicycle storage: bicycle sharing, secure bicycle facilities, and folding bicycle rental. These three programs have strong environmental benefits across the board and solid community integration components to them as well.

The CCJPA would like to encourage bicycle sharing in all interested communities. Bicycle sharing provides and stores bicycles for members in a designated service area. CCJPA will not be responsible for adopting and running bicycle sharing programs but will support deployment at stations as well as planning and policy efforts to initiate bicycle sharing in communities. CCJPA has already supported (\$20,000) the Sacramento/Davis area's commitment to establish a deployment plan.

The CCJPA plans to provide comprehensive and cohesive electronically accessed secure bicycle storage facilities (e.g., bicycle e-lockers) deployed according to survey demand to facilitate the option to not take a bicycle on the train. The use of key carded and smart phone technology with secure bicycle storage systems will expand the viability of bicycling with Capitol Corridor travel.

Renting folding bicycles to Capitol Corridor customers expands bicycle mobility at customer's home and/or destination locations as well as does not utilize valuable bicycle storage space on the train. This is a bicycle share-like program except folding bicycles are rented for a day or more at a time to members who sign up for the service. Again, technology automates rental of the folding bicycles at several key stations which have been identified as ideal locations within the Capitol Corridor route.

E-lockers and folding bicycle rental have been evaluated for their capital as well as their annual operating costs and revenues. As analyzed, these two at station amenities are expected to generate enough revenue to offset their costs. Bicycle sharing costs are capital in nature and CCJPA would become involved in supporting capital acquisition costs with entities supporting bicycle sharing on a case by case basis.

1.5. Funding , Economy and Environment

Local funding opportunities for at-station bicycle amenities can be realized by combining a variety of locally administered funding sources with a good base of State funding programmed for bicycle facilities for the Capitol Corridor service. All indications are that with local and regional support, local economies and the environment benefit from implementation of this Plan and methodologies are outlined which will provide the basis for inclusion in funding grant applications.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Adopting the CCJPA Bicycle Access Plan/

Resolution No. 13-03

WHEREAS, the CCJPA Board adopted the Principles of Bicycle Access Policy in February 2012 to guide CCJPA actions to safely support bicycle access to/from Capitol Corridor trains in response to bicycle demand that was exceeding the supply of safe and secure bicycle storage; and,

WHEREAS, CCJPA developed an initial draft of the Bicycle Access Plan (hereafter “Plan”) built upon the Principles of Bicycle Access Policy which has been reviewed by peer agencies and bicycle advocacy organizations as well as the CCJPA Board and members of the public; and,

WHEREAS, a recently completed mode of access survey provided the necessary analytical data to ensure the Plan contained deployment strategies and business models to incorporate the Plan elements in CCJPA’s annual operating strategies; and,

WHEREAS, as a vital element of the Plan, CCJPA will commence a phased program of enforcement of on-train bicycle storage once sufficient cab-car bicycle retrofits enter the Northern California passenger rail fleet to ensure each Capitol Corridor train has at least one “bicycle storage” car; and,

WHEREAS, the Plan includes bicycle share programs, comprehensive and cohesive secure electronic bicycle storage facilities, and a folding bicycle rental program included as part of CCJPA’s annual operations program; and,

WHEREAS, the Plan includes other additional on-train and at-station improvements and policies as well as capital funding, economic, and environmental analyses; and,

WHEREAS, the potential annual costs to support at-station elements of the Plan are approximately \$49,000, and are projected to be offset by revenues generated by end-users; and

RESOLVED, that the CCJPA Board hereby approves the adoption of the CCJPA Bicycle Access Plan and the Plan will be revisited and updated as necessary by the CCJPA Board;

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith include a copy of this resolution in the final CCJPA Bicycle Access Plan and transmit this resolution to all project partners who are involved in helping to implement the solutions in the plan.

#

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:** February 12, 2013

FROM: David B. Kutrosky
Managing Director

SUBJECT: TAMC/CCJPA PRINCIPLES OF AGREEMENT – EXTENSION OF CAPITOL CORRIDOR TRAINS TO SALINAS

PURPOSE

For the CCJPA Board to review, comment, and adopt the Principles of Agreement between the Transportation Agency of Monterey and the CCJPA for the proposed extension of Capitol Corridor trains to Salinas.

BACKGROUND

For the past few years, CCJPA staff, as the administrative manager of the Capitol Corridor intercity passenger train service, has been working cooperatively with the Transportation Agency for Monterey County (TAMC), who is the Project Sponsor for the Salinas train service extension, for the possibility of extending Capitol Corridor passenger trains to Monterey County. This effort to reestablish regular passenger rail service between San Jose and the City of Salinas in Monterey County (with stations in Pajaro/Watsonville and Castroville) has been ongoing for more than 10 years, “Transportation Concept Report for US 101” (Caltrans District 5, dated October 1, 2001), which identified a proposed train service extension to Monterey County as being an integral element for managing travel demand in the US 101 Corridor. In addition, the Governor and the Legislature expressed their support and endorsement of this Project by providing funding for the Rail Extension to Monterey County from the Traffic Congestion Relief Act of 2000, the Proposition 116 Rail Bond and the Public Transportation Account.

Staff has developed positive, professional and cooperative relationships with the many parties that will be involved in the extension of Capitol Corridor trains to Salinas – Caltrans (Division of Rail), Amtrak, Caltrain, and Union Pacific Railroad (“UPRR”) - and is working jointly with TAMC in the planning and development of Capitol Corridor trains to Salinas, pursuant to the CCJPA’s “Policy On Train Service Inside and Outside of the Capitol Corridor” (Updated June 2006). Most recently TAMC Board Directors have met with the CCJPA Board and confirmed that TAMC and CCJPA share mutual interests in extending the Capitol Corridor train service from San Jose to Salinas.

To that end, TAMC staff has developed draft the Principles of Agreement (POA) that has been reviewed and revised by CCJPA staff and sent to the CCJPA Board (see attached) for review and approval. The intent of POA is to establish the parties’ (TAMC and CCJPA) responsibilities, both individual and jointly, to set the framework to advance the proposed Capitol Corridor train extension to Salinas.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the Principles of Agreement between TAMC and the CCJPA to be used to guide the proposed extension of Capitol Corridor trains to Salinas.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
 CAPITOL CORRIDOR JOINT POWERS AUTHORITY
 BOARD OF DIRECTORS

In the Matter of
 Approving the Principles of Agreement
 With the Transportation Agency for Monterey County
 For the Purpose of Extending Capitol Corridor
Passenger Rail Service from San Jose to Salinas/

Resolution No. 13-04

WHEREAS, the Transportation Agency for Monterey County (“TAMC”) has been working diligently for more than 10 years to reestablish regular passenger rail service between San Jose and the City of Salinas in Monterey County (“Project”), including stations in Pajaro/Watsonville and Castroville, which was embodied in the Transportation Concept Report for US 101 in Caltrans District 5, dated October 1, 2001, that identified the proposed train service extension to Monterey County as being an integral element for managing travel demand in the US 101 Corridor; and

WHEREAS, the Governor and the Legislature expressed their support and endorsement of this Project by providing funding for the Rail Extension to Monterey County from the Traffic Congestion Relief Act of 2000, the Proposition 116 Rail Bond and the Public Transportation Account; and

WHEREAS, one of the passenger rail service options is the extension of Capitol Corridor passenger trains from San Jose to Salinas; and

WHEREAS, the Capitol Corridor Joint Powers Authority (“CCJPA”), as the administrative manager of the Capitol Corridor intercity passenger train service, has been working cooperatively with TAMC, the Project Sponsor for the Salinas train service extension, over the past several years to extend Capitol Corridor passenger trains to Monterey County; and

WHEREAS, the CCJPA has developed positive, professional and cooperative relationships with the many parties that will involved in the extension of Capitol Corridor trains to Salinas, such as the State of California (“Caltrans”), Amtrak, Caltrain, and Union Pacific Railroad (“UPRR”); and

WHEREAS, TAMC, as the lead agency under the California Environmental Quality Act (CEQA), certified the final Environmental Impact Report (EIR) for the Project on August 23, 2006, which was approved by the California Transportation Commission, as a responsible agency, on September 7, 2006 and is currently working under the National Environmental Policy Act (NEPA) to complete an Environmental Assessment (EA) for the Project; and

RESOLVED, that the CCJPA Board does hereby approve the Principles of Agreement for the Cooperative Development and Planning by the CCJPA and TAMC for the Purpose of Establishing Passenger Rail Service between San Jose and Salinas;

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to the Caltrans, Amtrak, Caltrain, Santa Clara Valley Transportation Agency, and the Union Pacific Railroad.

#

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

**PRINCIPLES OF AGREEMENT
FOR COOPERATIVE DEVELOPMENT AND PLANNING
BY THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY
AND THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY
FOR THE PURPOSE OF ESTABLISHING
PASSENGER RAIL SERVICE BETWEEN SAN JOSE AND SALINAS**

(February 2013)

These Principles of Agreement (POA) are between the Capitol Corridor Joint Powers Authority (CCJPA) and the Transportation Agency for Monterey County (TAMC), regarding the cooperative development and planning for the implementation of new passenger rail service from San Jose to Salinas, California (“Project”).

Through previous transportation planning studies, TAMC and the State of California determined that they needed to invest in a system of premium transit services to offer a viable transportation alternative to automobile highway travel and attract new riders from the automotive modes of travel in order to provide additional transportation capacity in the US 101 Corridor, thereby reducing congestion, improving air quality, and saving energy in the Monterey Bay Area and San Francisco Bay Area.

TAMC, as the local lead agency, grantee agency and owner of the project, proposes to extend passenger rail service from Santa Clara County south to Salinas. The project would function as an extension of existing state-sponsored Capitol Corridor (Auburn-Sacramento-Oakland/San Francisco-San Jose) intercity passenger rail service, operated and maintained by the CCJPA, pursuant to various state government codes, and under agreement with the Transportation Agency for Monterey County. TAMC is assembling the funding necessary to (1) construct stations and parking at the three stations and required track infrastructure improvements in Monterey County and (2) support the operations of the incremental train service extension.

Pursuant to the CCJPA’s “Policy On Train Service Inside and Outside of the Capitol Corridor (updated June 2006)” (attached), the CCJPA is participating with TAMC under the principles of agreement on the basis that the extension of Capitol Corridor trains between San Jose and Salinas would not denigrate or degrade the performance of the existing Capitol Corridor operations. The CCJPA sets as a threshold that the added service is at least performance-neutral and will work towards ensuring that any such extension enhances Capitol Corridor service overall.

The service will start with two daily round trips between Salinas and Sacramento, expanding to up to six round trips as demand warrants. Revenue service is targeted for 2017. The initiation of service to Salinas and the target 2017 start date are wholly dependent upon securing the needed capital and operating funding and implementing the improvements necessary to initiate the extension of Capitol Corridor trains, including but not limited to, track infrastructure, rolling stock train sets and other facilities, as well as determining the governance authority structure for the extension of the Capitol Corridor train service.

The project provides an alternative to the highly congested US 101 corridor to access to jobs, education, and health care and improves interregional transportation and air quality. It also promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around the three stations.

As a means to assist in the development of interregional passenger rail service through extending Capitol Corridor train service from San Jose to Salinas, the CCJPA staff has been in discussions with representatives of TAMC. Staffs for both agencies have been working together closely over the past several years and both agencies agree to continue to work closely to advance this project; the parties hereby set forth their mutual understandings and actions required for the agreed upon scope of work as follows:

1. CCJPA shall take the lead role in the following activities:

- Negotiate with host railroads, the Union Pacific Railroad and Caltrain, regarding train scheduling, track infrastructure projects, access and maintenance;
- Coordinate with the California Department of Transportation for this project's inclusion in the California State Rail Plan;
- Coordinate with Amtrak as the contract operator regarding the operational and equipment utilization and maintenance requirements that will be incorporated into an operating agreement;
- Establish an organizational and institutional arrangement to govern and manage the development and operation of the train service extension, including but not limited state legislation or related actions, if necessary; and
- Develop an operating and administrative/management support plan for the service.

2. TAMC shall take the lead role in the following activities:

- Complete planning, environmental review (including environmental justice issues), service funding plan (capital and operating), design, right-of-way acquisition, and construction of rail stations pursuant to the CCJPA's "Policy On Train Stations" (updated June 2006) in Monterey County communities of Pajaro/ Watsonville, Castroville and Salinas, including a layover and maintenance facility in Salinas (see map, attached);
- Prepare modifications to existing stations in Santa Clara County to enable the Capitol Corridor train to serve those stations pursuant to the CCJPA's "Policy On Train Stations" (updated June 2006) (attached);
- Administer planning, environmental review, design, right-of-way acquisition, and construction consultants and management of project scope, costs and schedule;
- Coordinate project support in Monterey and Santa Cruz Counties and others;
- Coordinate efforts with representatives of the Santa Clara Valley Transportation Authority, Caltrain Joint Powers Board, and other relevant entities, including future rail extension operating plan and related agreements and station modifications; and
- Develop and submit capital funding applications to the U.S. Department of Transportation, the California Transportation Commission and others, as appropriate.

3. CCJPA and TAMC agree to work together on the following activities:

- Secure State of California funding for the operations of the extended service to Salinas;
- Apply for funds to pay for the rolling stock required to operate the service extensions with an expectation that a fair share of the funding required will be provided through TAMC's leadership in obtaining funds for the fair share of the rolling stock required;
- Incorporate service extension into CCJPA branding and marketing of the service;
- Provide to the federal government appropriate documentation required to address the level-entry boarding rule; and,
- Determine the governance structure and mutually support any formal steps required to ensure the selected governance structure can be implemented.

PROJECT MAP

PASSENGER RAIL EXTENSION TO SALINAS/MONTEREY COUNTY





POLICY ON TRAIN STATIONS

Updated June 2006

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Capitol Corridor Service

(Auburn-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)

This Station Policy establishes the guidelines for existing and new stations along the Capitol Corridor Route. If exceptions are proposed, the initiating entity/community shall present their case to the CCJPA Board enumerating the benefits expected, which may be judged by the CCJPA Board to outweigh strict adherence to the specific guidelines included herein. The CCJPA Board shall make the final determination regarding establishment of new stations along the Capitol Corridor route based upon their judgment of the benefits to all riders and residents of the communities served by Capitol Corridor trains.

1. INTRODUCTION

The CCJPA Board had adopted the “Policy on Train Stations” in October 1998 as one of its first actions in conducting business as manager of the Capitol Corridor passenger train service. The policy, at the direction of the CCJPA Board of Directors, needed to be updated to reflect the many significant (positive) developments in the Capitol Corridor route since the adoption of the policy in 1998. To that end, the CCJPA Board adopted a set of principles at its February 15, 2006 meeting that guide the revision of this policy. As such, the policy set forth below has been updated in accordance with the adopted principles.

The Capitol Corridor has 17 stations along its approximate 185-mile route (16 train stations and one staffed bus stop at the SF Ferry Terminal.) With the considerable success of the train service, the CCJPA has been approached by numerous communities and project sponsors for additional stations along the corridor. It is recognized that a stop at any station provides a service to additional new passengers using that station while simultaneously adding travel time to passengers whose destinations are at other stations. It is also recognized that the end-point to end-point train running time is increased by adding additional stops.

The Train Station Policy describes the general guidelines and minimum requirements for adding a station and continuing service to an existing or new station on the Capitol Corridor. The most significant requirement to be met for adding a station is defined by the overall measurable enhancements to the Service. Since the service is currently no faster and in some cases slower than the competing

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private automobile, the overall impact upon the time it takes the train(s) serving an additional station to complete its trip from origin to destination is a significant factor for consideration. In addition to the travel time competitiveness of the private automobile, the impact of adding a train station in the corridor will be dependent on improvements to the railroad right of way and the CCJPA's management of the train service to meet the transportation needs in the corridor such as skip-stops, express service and/or limited service.

The policy allows the CCJPA to balance the addition of new station or the reduction of or increase in train service to a station against (1) train travel times, (2) service frequency, (3) the operating and marketing strategies identified in the CCJPA's annual business plan, (4) the Service's systemwide quality/performance, ridership and revenues, and (5) local participation. This policy, which may be modified from time to time, provides the flexibility for the CCJPA to make sound business decisions, in accordance with its Operating and Business Principles (adopted July 9, 1997) (see attached).

2. ADDING A TRAIN STATION

If a project sponsor requests to add a station to be served by Capitol Corridor trains, the CCJPA will review the request to insure that the added station stop will provide a benefit to the Service while not degrading any aspect of the Service (e.g., quality, financial performance, and ridership and revenues). As such, to add a station to be served by Capitol Corridor trains, the CCJPA requires that the following must be accomplished:

Local approvals. The project sponsor must reach consensus of the political entities within the jurisdiction that a station is needed.

Funding. The local jurisdiction sponsoring the station must arrange for 100% of the funding including any improvements requested by the Union Pacific Railroad and approved by the CCJPA. If the project is accepted by the CCJPA, the CCJPA will support the efforts of the project sponsor to have it funded.

Basic facilities. The CCJPA requires that the project sponsor for any station served by Capitol Corridor trains must provide, at a minimum, the following:

- Platforms will be a minimum of 800 feet in length and eight (8) inches top-of-rail (any deviations or exemptions will require approval by host railroad and/or CCJPA/Amtrak)
- Design will provide access to platforms so that passengers never cross a mainline track (e.g., grade separated access to island platform, station-only track not used by freight trains)
- Lighting (platform-4.00 average foot candles, shelter-4.00 foot candles, parking-2.00 foot candles);
- ADA acceptable access and egress;
- Where two or more main tracks exist there will be fencing to prevent passengers from crossing the tracks;
- Bomb-resistant trash receptacles will be provided at platforms and inside station passenger waiting areas (or trash receptacles will be placed in less vulnerable areas);
- Requirements for parking spaces will be based upon a parking study prepared by the project sponsor that will consider ADA compliance, non-motorized vehicle access, current and future adjacent land uses, baseline (and future) ridership projections, transit and carpool/drop-off connectivity, transit-orientated development plans
- Sufficient loading zones for the kiss-ride, bus and taxi traffic;
- Local law enforcement agency will patrol and inspect station and parking facilities;
- Signage (including station, pathfinder, and roadway) and informational kiosks;

- Passenger Information Display System (PIDS) real time electronic message signs will be provided at platforms and inside station passenger waiting areas, based on CCJPA design specifications;
- Pay phone;
- Canopy shelters to provide seating for twelve (12) people (and accommodate two (2) wheelchairs) with capacity to add more shelters to meet future demand
- Coordination/approval of station design plans with “host” railroad
- Install security cameras on platforms, waiting areas, station facilities, and parking areas with the connecting communication system to be developed as part of design plans
- Emergency call boxes will be provided, at a minimum, at all unstaffed stations
- Passenger Information Display System (PIDS) real time electronic message signs will be provided at platforms and inside station passenger waiting areas, based on CCJPA design specifications
- Ticket vending machines(s) and associated communication equipment will be provided at either platforms (under the canopy) or inside station passenger waiting areas
- An intermodal transit connection plan must be developed by the station project sponsor that may include joint ticketing or transit transfer with the CCJPA trains
- Secure storage bike racks/lockers will be provided at a safe location away from platforms and passenger waiting areas

Additional facilities. Any additional facilities above the basic level will be selected, funded, and installed by the project sponsor subject to the CCJPA’s approval and the added facilities will not detrimentally impact the Capitol Corridor Service.

Maintenance. Maintenance will be arranged by the project sponsor and funded by the project sponsor or local jurisdiction.

Projected patronage. The average projected patronage for a proposed station must be at least 10 boardings or alightings per train stopping at the station that has been requested by the sponsoring agency.

Location. The location must be acceptable to the CCJPA, Union Pacific, and Amtrak. The CCJPA’s goal is to have station stops separated by five (5) miles, but station spacings less than five (5) miles will be considered on a project-by-project basis.

Coordination with Union Pacific. The CCJPA, working in concert with Amtrak, will provide the interface with the Union Pacific Railroad on the location and any improvements required by the Union Pacific.

Impact on service. The goal of the CCJPA is not to increase travel time. If the new station will lengthen the end terminal to end terminal train travel time, CCJPA staff will work with the project sponsor to ameliorate the incremental increase in train travel time due to the added station, including, but not limited to, track and signal improvements to increase track speed, reduced station dwell times, relocation of station stops, incorporating skip stops, express service, and/or limited service. In conjunction with these efforts with any project sponsors, the CCJPA will prepare a service operating plan to assist in the mitigation of added train travel times due to an added station.

Approval by the CCJPA. If all of the above steps are completed, the CCJPA Board of Directors will consider providing Capitol Corridor train service to the station, but has the right to deny train service to a station for other reasons.

Marketing a new station. As part of its request for Capitol Corridor train service, the project sponsor will submit to the CCJPA a local marketing plan to promote the new station. In addition to any local marketing the project sponsor undertakes for the station opening and its continuous operation, the CCJPA will work with the project sponsor to include the station in the CCJPA's overall marketing plan including the station opening.

3. CONTINUING SERVICE TO AN EXISTING OR NEW TRAIN STATION

A minimum daily average ridership projection of ten (10) boarding or alightings per train within the first six (6) months of CCJPA train service to the new station is required. Within two years of service a minimum daily average of twelve (12) boarding or alightings per train within two years of CCJPA train service is required. Within the third year of CCJPA service a minimum daily average of fifteen (15) boarding or alightings per train is required. The CCJPA will continuously review ridership and related performance at all train stations.. Performance below par will result in the station being placed under evaluation by the CCJPA with respect to the corridor's systemwide service quality/performance, ridership, and revenues. A review will be made of the markets served by the station and then a marketing campaign undertaken to increase boardings and alightings. If in the eight months after the focused marketing campaign has begun, the patronage has not increased to an average the required boardings or alightings, per train, per day, train service to that station may be reduced to support the then-current level of boardings or alightings per day based on this policy in accordance with the corridor's systemwide service quality/performance, ridership, revenues, and local participation. In no circumstance will a train station receive less than one daily round-trip train so long as Capitol Corridor train service is operated on the rail line that provides service to the station and there are some boardings or alightings at the station. In the event that train service is to be restored to a station, the CCJPA will work with the station owner to develop marketing and operating plans to bring trains back to that station.

Staff will continue to monitor the status of affected station(s), including the restoration of and increase in train services to stations, as part of the CCJPA's management of the Service. All changes affecting Capitol Corridor train stations will be made in accordance with all applicable Federal and State laws.



***POLICY ON TRAIN SERVICE
INSIDE AND OUTSIDE OF THE CAPITOL CORRIDOR***

Updated June 2006

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Capitol Corridor Service

(Auburn-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)

1. INTRODUCTION

The CCJPA Board had adopted the “Policy on Train Service” in October 1998 as one of its first actions in conducting business as manager of the Capitol Corridor passenger train service. The policy, at the direction of the CCJPA Board of Directors, needed to be updated to reflect the many significant (positive) developments in the Capitol Corridor route since the adoption of the policy in 1998. To that end, the CCJPA Board adopted a set of principles at its February 15, 2006 meeting that guide the revision of this policy. As such, the policy set forth below has been updated in accordance with the adopted principles.

The Capitol Corridor Service currently provides twelve (12) weekday round-trip trains between Oakland/Sacramento with four (4) trains continuing service to San Jose. Nine (9) trains provide weekend roundtrip service between Oakland and Sacramento with six (6) trains continuing service to San Jose. One (1) daily round-trip train extends beyond Sacramento to Auburn. In all, seventeen (17) Stations are served within the Corridor.

The CCJPA has been approached or advised that there is an interest in expanding the service within the Corridor and extending the service beyond the current terminals of the Corridor. This includes both special operations and regular service. This policy covers the CCJPA’s administration of such Capitol Corridor train service.

2. SERVICE INSIDE THE CAPITOL CORRIDOR

The following guidelines will be applied for train service within the Capitol Corridor route, which is identified as the Auburn-Sacramento-Suisun City-Oakland-San Jose rail corridor.

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W W W . C A P I T O L C O R R I D O R . O R G

A. Capitol Corridor Service from San Jose to Auburn

Oakland to Sacramento currently receives the highest levels of train service (12 weekday/9 weekend round-trip trains) in the Corridor, with San Jose to Oakland receiving 4 weekday/6 weekend round-trip trains and 1 daily round-trip train extended beyond Sacramento to Auburn.

The area east of Sacramento is one of the fastest growing areas in California and Capitol Corridor train service may provide a viable transportation alternative to the ever-growing congested regional highway system. Also the Sacramento terminal is very close to many recreational and business destinations and provides downtown access for those coming by rail from Placer County and areas to the east. The highest use section of the corridor is between Sacramento and Oakland. This section parallels the I-80 Corridor and provides an alternative form of transportation with a number of untapped markets. The Corridor section between Oakland and San Jose carries significant overhead traffic and the three main areas of San Jose, Santa Clara/Great America and Oakland offer opportunities to expand the market for travel for recreation and for regular travelers to and from the Silicon Valley.

The additional trains added to be added in the corridor pursuant to the CCJPA Vision Plan (updated Apr. 2005) will be scheduled, to the extent possible, to address individual market needs and to provide more frequency over the corridor. Continuous market evaluation will be conducted to refine the operation to address additional markets while maintaining and strengthening existing markets. Train service can be provided over a portion of the Corridor or at selected stations due to market potential, operational, and/or maintenance reasons. During the term of the Interagency Transfer Agreement (ITA) with the State and subject to the limitations of the ITA, it is the intention of the CCJPA to provide a minimum of one daily round-trip train service for the stations between Auburn and San Jose.

B. Expanded Capitol Corridor Service within the Corridor

Planning Studies and market research efforts have been conducted to determine the potential for additional rail service within the Corridor, including trackage in the eight counties that does not currently have Capitol Corridor train service. Additional train service will be provided within the Corridor if the following criteria can be met:

- Ridership and revenues must be reviewed and approved by CCJPA
- Any financial operating costs (expenses net of revenues) including any CCJPA management or administrative costs and additional rail equipment must be provided by service sponsor(s)
- Net cost per train-mile (TM) must be equal to/lower than the current CCJPA train service net costs per TM
- System operating (or farebox) ratio must be equal to/greater than the current CCJPA train system operating ratio

The impact of the new service on the Corridor will be monitored for a year. If after a year the new service has not attained the projected fare box ratio, a review will be made followed by a marketing campaign in the area. If six months after the marketing campaign has begun, the service still has not attained the projected fare box ratio, either (1) funding sources other than the CCJPA's budget from the State will be secured to meet the standard or (2) the service will be discontinued.

C. Other service within the Capitol Corridor

It is the CCJPA's belief that it is in the best interest of the public to minimize the number of administrative operating agencies in the corridor. As such, in order to insure good coordination and synergy, the CCJPA is available to provide efficient, cost-effective administrative support to manage any new train services added to a particular segment(s) of the Capitol Corridor. This incremental service can be done as an addition to the existing service or by a separate contract with the sponsor(s). The sponsor(s) will secure funds to finance the operation of the incremental service levels and, to the extent possible, determine the schedules and levels of service and the markets served. The sponsor(s) will set the criteria for success/failure of the service. The intention is to make it possible for others to sponsor service in the Capitol Corridor that fits their needs, and that service will be managed by the CCJPA, while making sure that it is coordinated with the Capitol Corridor Service and each works to benefit the other.

3. SERVICE OUTSIDE THE CAPITOL CORRIDOR

The staff is encouraged by the Board to work out services outside the Capitol Corridor where synergies can be developed. The following guidelines will be applied for train service outside the Auburn-Sacramento-Suisun City-Oakland-San Jose rail corridor.

A. Service funded by the CCJPA

The CCJPA will seek funding through the Annual State Budget Act for and administer new service on rail trackage outside the CCJPA's eight counties if:

- Any extension of CCJPA train service outside the Auburn-Sacramento-Oakland-San Jose corridor shall not drain resources that would prevent the CCJPA from implementing its core service expansion goals for the corridor pursuant to the *Vision Plan*
- Extensions of CCJPA train service outside the corridor shall not denigrate the core CCJPA train service, including but not limited to on-time performance and financial performance (e.g., operating costs, farebox ratio) and investment may be required by service extension sponsor to mitigate any impact(s) or denigration to the core CCJPA train service;
- It is a natural addition to the Capitol Corridor and offers additional opportunities for the corridor's passengers;
- Does not have a material negative impact on the current or planned service in the Corridor;
- Satisfactory track access can be arranged including capital and financial arrangements satisfactory to the parties, including the railroad;
- Any financial operating costs (expenses net of revenues), including any CCJPA management or administrative costs and additional rail equipment must be provided by service extension sponsor(s)

If Capitol service is undertaken on rail lines outside the corridor and funding is provided by the CCJPA through the State Budget Act, the new service will be operated and monitored for a year. If after a year, the new service has not attained the projected fare box ratio, a review of the market will be made followed by a marketing campaign in the market. If four months after the marketing campaign has begun the service still has not attained the projected fare box ratio, either (1) funding

sources other than the CCJPA's budget from the State will be secured to meet the standard or (2) the service will be discontinued.

B. Service outside of the Corridor sponsored by others

The CCJPA is available to manage service on rail trackage outside of the Corridor if requested by a funding sponsor if:

- The sponsor undertakes the necessary efforts including approvals for the service;
- The sponsor undertakes the necessary efforts including approvals for the service, the additional CCJPA staff and related sources, and provision of rolling stock and operating costs;
- It does not draw equipment away from other service administered by the CCJPA in the Corridor;
- Funding is arranged by the sponsor from funds other than those allocated to the CCJPA;
- The new service does not have a material negative impact upon current or planned service in the Corridor;
- It offers additional opportunities for the corridors' passengers;
- Satisfactory track access can be arranged, including capital and financial arrangements satisfactory to the parties including the railroad; and
- It is coordinated with any private, or public, rail operations for the same market(s).

If service is undertaken on lines outside the Corridor, the new service will be operated for as long as the sponsor wishes and provides funding, and it does not adversely impact the Capitol Corridor. This can be done as an addition to the existing service or by a separate contract with the sponsor(s). To the extent possible, the sponsor(s) will determine the schedules and levels of service and the markets served. The sponsor(s) will set the criteria for success/failure of the service.

All changes in level or type of service will be made in accordance with applicable Federal and State laws and regulations.



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

Service Performance Overview

The service performance results in January 2013 for the Capitol Corridor were mixed. Ridership continues to be below prior year results with 136,201 passengers in January representing a decrease of -2.6% from January 2012. Revenue in January 2013 stayed even with last January. On-time performance (OTP) remained at excellent levels [94%] keeping the Capitol Corridor as one of the most reliable trains in the Amtrak system, despite a spate of mechanical enroute failures early in the month and continued third party incidents that delayed numerous trains.

Standard	Jan. 2013	vs. Jan. 2012	YTD	vs. Prior YTD	vs. FY13 Plan
Ridership	136,201	-2.6%	566,305	-2.6%	-5.0%
Revenue	\$2,291,090	-0.1%	\$10,050,142	3.3%	-2.2%
Operating Ratio	50%	52%	50%	50%	52%
OTP	93%	94%	94%	94%	90%

Notes: Ridership continues to struggle for the first four months of FY2013, which is -2.6% below last year. Revenues continue to be above prior year levels by +3.3%. Despite earlier mechanical enroute failures and continuing increases in 3rd party incidents, OTP remains superior keeping the Capitol Corridor as one of the most reliable trains in the Amtrak system.

While we have not received the detailed ridership data for January 2013, we have looked at the data for the first quarter of FY2013 (October-December 2012) and noticed significant declines in boardings in two of the three segments of the Capitol Corridor route: (1) Placer County stations of Roseville [-24%] and Rocklin [-9%] and (2) Oakland-Sacramento stations of Sacramento [-7%] and Martinez [-5%]. The San Jose/Silicon Valley market stations are showing sustained growth except for the Fremont-Centerville Station [-8%]. While the weekday peak travel trains and weekend trains are performing at the same level or slightly below last year, the later weekday morning trains are performing poorly. We have begun discussions with Amtrak on the possibility of optimizing the weekday service plan similar to our plan in August 2012 but with the focus to keep weekday service levels at 30 trains and re-slot the poorly performing trains to improve systemwide ridership and revenue results.

FY 13-14 Draft State Budget

The Governor's Draft FY14 Budget was released on January 10, 2013, which includes funds to support to operation of the state's intercity passenger rail (IPR) services. The draft budget for the operating contracts is capped at \$90 million and does not include increased funds for the start of the Section 209 pricing policy in FY14, which increases state operating costs due to the transfer of state support for the Pacific Surfliner from 70% to 100%. While the Governor (through the Caltrans Director) adopted the Section 209 Policy in October 2011, the primary reason that the budget did not increase was the operating costs estimates from Amtrak were initial and not final. Complete and final FY14 operating (and ridership and revenue) estimates are expected from Amtrak in March 2013. It is anticipated that these updated/final FY14 operating costs can then be included in the Governor's May revise for the State FY14 Budget.

Amtrak Board Nominees Confirmed by Senate

On January 2, 2013, the Senate confirmed President Obama's two nominees to the Amtrak Board of Directors: Christopher R. Beall and Yvonne Braithwaite Burke. The appointment of Ms. Burke

represents the first time in many years that there will be a citizen/resident of California serving on the Amtrak Board. California comprises nearly 20% of all Amtrak ridership and the total contract value for the three CA IPR service represents almost 45% of Amtrak's entire state contractual portfolio. Ms. Burke currently serves on the California Transportation Commission (CTC) and, among her many other duties, is responsible for the allocation of state transport funds to the three CA IPR services.

Surface Transportation and Rail Safety Reauthorizations

MAP-21, the current federal surface transportation program, is only a two-year program and will expire in October 2014. PRIIA, the current railroad safety and Amtrak reauthorization, expires in October 2013. PRIIA mandates the implementation of Positive Train Control (PTC) collision avoidance system by December 2015 but no federal matching funds program was ever established. Leadership in both houses-- newly elected Chair of House Transportation & Infrastructure Committee, Congressman Shuster, and Senator Boxer, Chair of the Environment and Public Works Committee-- have both separately committed to working on multi-year reauthorization programs for MAP-21 and PRIIA. Staff is working with APTA, AASHTO and other interested agencies to prepare principles that will lay the foundation for the development of a multi-year federal capital grants program (using new revenue source(s)) that would be distributed to state-supported IPR and HST services.

Customer Service Program Upgrades

- Cab Car Bicycle Storage Enhancement Project: As part of the Bicycle Access Program, the bicycle storage expansion program [increased bicycle storage from 7 to 13 bikes] has been completed on three Cab Cars (8300-series California Cars). These cars are now in revenue service and warmly received by the Capitol Corridor riders. This passenger amenity program will continue through the remainder of CY2013. Further details are provided in the Managing Director's "Get On Board" blog (http://www.capitolcorridor.org/blogs/get_on_board/).
- Upgrade in free wireless internet service: There is a planned 4G wireless coverage upgrade in early 2013 to increase functionality of the wireless service.
- Amtrak eTicketing program: Amtrak, at the CCJPA's request, is advancing next phases of the program – conductor printers for seat-checks and sales receipts and software upgrades to allow for print-at-home multi-ride tickets, which should be complete in fall 2013.

Safety Initiatives

- Safety Fences: Staff is working with the UPRR on the next phase of fence projects. Potential location in include south Oakland, Union City and south Hayward.
- Transportation of Law Enforcement Officers: Up to 50 law enforcement officers are enrolled in the pilot program.
- Passenger Injuries: The Capitol Corridor continues its superb commitment to passenger safety with a 72% reduction in passenger injury ratio compared to the prior year reporting period.

Project Updates

- Yolo Causeway West Crossover Project: The Union Pacific Railroad (UPRR) will begin to install the track components for the crossover/switch the weekend of February 9-10 with the final project element, activating the local signal system that will be tied into the dispatch network. Final project completion is expected in mid April 2013. This crossover will relieve a 15-mile chokepoint that previously limited the ability to move trains between and through the stations and will allow the Capitol Corridor to maintain its superior reliability and high on-time performance (90+%).
- Donner Pass Phase Project (2nd Train to/from Auburn): Staff completed the site surveys for the area of along the proposed 2nd main track near the Donner Pass and the survey results are being used by UPRR to update and modify the design plan for this project. The refined project scope and cost estimate are now being incorporated into the necessary allocation documents to the California Transportation Commission (CTC) in order to receive any available Prop 1B Trade Corridor Improvement Funds. If the CTC approves this project and then subsequently makes an

allocation to the CCJPA, the UPRR will allow the operation of a 2nd Capitol Corridor round trip to/from Auburn upon completion of an amendment to the CCJPA/UPRR Construction and Maintenance Agreement.

- Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering: CCJPA conducted a series of separate meetings with UPRR and the City of Roseville to illicit their comments on the various alignment alternatives and potential station relocation options. The next step is to take the input from these project partners and resolve any differences in alignment preferences and develop a cost estimate for the design elements that may resolve the alignment differences.

Marketing Update:

Report sent under separate cover.

Outlook – Closing: While the performance results for the Capitol Corridor are mixed for the first months of FY2014 (October 2012-January 2013), staff is evaluating the opportunities to bring ridership back up and above prior year results by reconfiguring the weekday train schedules and slotting trains where ridership demand is high. Other performance sectors— revenues, system operating ratio and on-time performance—are staying steady. Amtrak has recommitted its resources to improve the performance and availability of passenger rail vehicles in the Northern California intercity passenger rail fleet. UPRR continues its stellar results through its commitment to disciplined dispatching and a state of good repair for the railroad, which has resulted with the Capitol Corridor having the lowest amount of delay minutes per 10,000 train-miles traveled in the Amtrak system. Staff will focus on improving system performance and reducing service delays while ensuring that the Capitol Corridor remains a safe, customer-focused, reliable, premier intercity passenger rail service.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (February 20, 2013 Meeting)

PURPOSE

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

BACKGROUND

The following is a report on recently completed work:

- a. Annual Performance Report (FY2012). Pursuant to the Resolution 12-10, CCJPA Board provided comments and adopted the draft Performance Report covering the Fiscal Year 2011-12 (October 2011-September 2012). Staff has prepared final revisions to the text, charts, and photos and the document was formatted for production and printing. The final, finished report is expected to be released and available at the February 20, 2013 CCJPA Board of Directors meeting and be widely distributed the State Legislature and other interested agencies.
- b. FY 12 CCJPA Independent Audit. As stipulated in the Joint Exercise of Powers Agreement between the CCJPA member agencies, the Controller-Treasurer's Office of the CCJPA is required to conduct and prepare an annual independent audit of the CCJPA and submit the report of such audit by December 31 of each year. The financial report stating the findings of the independent audit for Fiscal Year 2011-12 (July 2011-June 2012) was prepared and submitted to the SCG for review. Comments were incorporated and the final report was transmitted to the CCJPA Board Directors in February 2013.
- c. Marketing and Communications Activities (November 2012 – January 2013): The following work has been completed as part of the CCJPA's FY2012-2013 Marketing and Communications Programs:
 - Advertising
 - Social Media advertising campaign ran in December and January to promote the 50% weekend discount offer.
 - Online advertising campaign (paid search) ran in December and January.
 - Publications
 - 2012 Annual Performance Report published.
 - New winter timetable published January 14, 2013.
 - Promotions
 - Online 50% weekend discount continued to be promoted online and at events.
 - Sports Promotions: Partnerships with the Oakland Raider and Cal Athletics concluded.
 - Collaborative partnership with Amtrak to promote *How to Train Your Dragon* live stage show concludes.
 - Media/Public Relations
 - Marketing staff hosted folding bicycle demonstrations at the Oakland Jack London and Sacramento Valley Amtrak stations that featured local bike shops and folding bicycle manufacturers.

- Staff hosted our annual public workshops to obtain feedback from passengers and the public on Capitol Corridor's Business Plan.
- David Kutrosky interviewed with KGO radio about Capitol Corridor ridership.
- Created Message to Riders and new "Get on Board" blog entry.
- Connected e-mail/SMS service alerts to our Twitter account.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

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

PURPOSE

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

BACKGROUND

The following is a report on work efforts currently underway:

- a. Yolo Causeway West Crossover Project. The Union Pacific Railroad (UPRR) has completed the basic site work (embankment and drainage enhancements) and is installing the track components for the switch/crossover located on the west end of the Yolo Causeway between the Davis and Sacramento stations. The next and final project element requires the activation of the local signal system to ensure the crossover is tied into the dispatch network. Final project completion is expected in mid April 2013. This crossover will relieve a 15-mile chokepoint that previously limited the ability to move trains between and through the stations and will allow the Capitol Corridor to maintain its superior reliability and high on-time performance (90+%).
- b. Donner Pass Phase Project (2nd Train to/from Auburn). Pursuant to CCJPA Board authorization (Resolution 12-06) at the June 20, 2012 meeting, staff completed the site surveys for the area of along the proposed 2nd main track near the Donner Pass. Results from this survey have been used by UPRR to update and modify the design plan for this project. The refined project scope and cost estimate are now being incorporated into the necessary allocation documents to the California Transportation Commission (CTC) in order to receive any available Prop 1B Trade Corridor Improvement Funds. If the CTC approves this project and then subsequently makes an allocation to the CCJPA, the UPRR will allow the operation of a 2nd Capitol Corridor round trip to/from Auburn upon completion of an amendment to the CCJPA/UPRR Construction and Maintenance Agreement.
- c. Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering. CCJPA conducted a series of separate meetings with UPRR and the City of Roseville to illicit their comments on the various alignment alternatives and potential station relocation options. The next step is to take the input from these project partners and resolve any differences in alignment preferences and develop a cost estimate for the design elements that may resolve the alignment differences.
- d. Proposition 1B Transit Safety/Security Improvement Projects. The CCJPA has been advancing work on the following CCJPA security projects:
 - Security Cameras at Capitol Corridor Stations: The installation and construction phase is complete for six (6) unstaffed stations. Additional surveillance equipment will be installed at Auburn Station in 2013 in support of the Auburn Lighting and VSS Improvement project. Staff is reviewing proposals and will kick-off this phase of the project in March 2013.
 - Automated Ticketing Validation (ATV) Project: The ATV project has advanced through the development process to be part of the Amtrak e-Ticketing initiative (ATV 3.0), which had an initial launch on April 2012. As part of its development, Amtrak and CCJPA agreed to further enhancements specific to the Capitol Corridor trains that include (1) mobile printers for the conductors that will

provide time-stamped seat-checks (to prevent fraud) and (2) print-at-home capabilities for electronic distribution of Monthly or 10-Ride e-Tickets. Based on previous authorization from the CCJPA Board, Amtrak is proceeding with the software development and testing of the enhanced system. Work to begin in March 2013 and completed by end of year.

- Security Fence Projects: Currently in planning stages for additional fence projects to be located in Hayward, Union City, Oakland and Richmond. CCJPA staff are working directly with UPRR personnel to identify priority locations along the ROW that require fencing or other access deterrents.

- e. Vision Plan Update. A year ago, a workshop was held after the February 2012 CCJPA Board meeting to allow CCJPA Board Directors to present their vision for the Capitol Corridor. As staff proceeded with the results of that workshop, the nature of passenger rail in the State of California was undergoing its own re-visioning. What emerged was the State's own re-visioning of passenger rail starting with the roll-out a revised Business Plan by the California High Speed Rail Authority (CHSRA) that called for investment not only in the First Construction Segment (FCS) in the Central Valley (between Fresno and Bakersfield) but also in the bookends (Caltrain and Metrolink) and utilizing these early investments to integrate and coordinate High Speed Train (HST) Blended Service Plans and Operations. The new approach involved working with existing passenger rail services and freight railroads in Northern California to develop a year 2018 blended service plan along the FCS that is coordinated and connected with the Capitol Corridor, Caltrain, Altamont Commuter Express, and the San Joaquin passenger train services. For Capitol Corridor service, it means the Silicon Valley/San Jose service expansion plan and supporting capital investments expressed in the CCJPA's 2005 Vision Plan Update are now rolled into the 2012 Vision Plan update with an improved opportunity to secure capital funding. The Vision Plan Update planned awaits further developments to support the short and medium term (0-10 years) elements of the Update.

By contrast, the longer term Vision Plan Update elements presented and discussed at the February 2012 CCJPA Board meeting remain viable in the long-range view (10+ years) of the Capitol Corridor. As the CCJPA awaits the developments with the Northern California HST Blended System, a draft of the Vision Plan Update will be presented to the CCJPA Board in April 2013 with the action/approval by the CCJPA Board at its June 2013 meeting.

- f. CPUC Hearings: City of Davis Application for Grade Crossing at Davis Station. Four days of hearings were held before an Administrative Law Judge at the California Public Utilities Commission (CPUC) in September. The CCJPA joined the Union Pacific and the CPUC staff in opposing the application. Following the hearings, briefs were to be submitted by the parties at the end of October. The Administrative Law Judge has prepared a proposed decision for consideration by the Commission. Both the Safety Division and the City of Davis have filed comments to the ALJ and Commission regarding the proposed decision. The City of Davis filed a reply to the Safety Division's comments. UPRR, CCJPA and the Safety Division filed replies to the City's comments. The ALJ may find the comments and replies useful in preparing a final proposed decision for adoption by the Commission. Action by the Commission is expected within the next month.
- g. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY2012-13 Marketing Programs:
- Advertising
 - Social Media and advertising campaigns will continue.
 - Joint advertising campaign with Placer County to promote 50% weekend discount offer.
 - Development of Spring/Summer promotional offer(s).
 - Publications
 - Working with staff to finalize and publish Business Plan update.
 - Spring 2013 Timetable: Full production of timetable updates will occur in the spring
 - Promotions
 - Online 50% weekend discount will continue to be promoted through the end of April.
 - Stitch 'n Ride discount for attendees of the Stitches West yarn convention in Santa Clara.

- Strictly Sail Pacific – coordinating with event organizers to establish relationships with this market in anticipation of America’s Cup activities later this year.
- Implementing promotional plans for Sacramento River Cats and Oakland Athletics baseball partnerships.
- Media/Public Relations
 - Rider Appreciation events to be held onboard trains in February
 - Bicycle Access Plan adoption: work with staff to plan outreach and communications
 - Bike to Work day outreach and activities.
 - New posts to “Get on Board” blog.
 - Coordinating with partners at Amtrak and Caltrans for possible National Train Day events in May.

RECOMMENDATION

For information only