



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday June 15, 2016

10 a.m.

Sacramento City Council Chambers
915 'T' Street
Sacramento, CA 95814
(see attached map)

Simultaneous teleconference calls will take place at:

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

**Bay Area Rapid Transit District
300 Lakeside Drive, Room 2301
Oakland, CA**

AGENDA

- | | | |
|-------|---|---------------|
| I. | Call to Order | |
| II. | Roll Call and Pledge of Allegiance | |
| III. | Report of the Chair | |
| IV. | Minutes of the February 17, 2016 Meeting | <i>Action</i> |
| V. | Consent Calendar | <i>Action</i> |
| | 1. Budget Update: Auburn Station Facility Upgrades | |
| VI. | Action and Discussion Items | |
| | 1. Legislative Matters/Governor's May Revise State FY 16-17 Budget | <i>Action</i> |
| | 2. Richmond Station Platform Improvements | <i>Action</i> |
| | 3. Update: Cap and Trade TIRCP Application/Sacramento-Roseville 3 rd Track Project – Phase 1 | <i>Action</i> |
| | 4. Overview of Draft FY 16-17 CCJPA Budget [Operations, Administration, Marketing] | <i>Info</i> |
| | 5. Update: Programmed Capital Projects and New Rail Vehicle Deliveries | <i>Info</i> |
| | 6. Managing Director's Report | <i>Info</i> |
| | 7. Work Completed | <i>Info</i> |
| | a. Business Plan Update (FY 2016-17 – FY 2017-18) | |
| | b. May 1, 2016 Timetable Change (Connecting Buses only) | |
| | c. Marketing Activities (February – May 2016) | |
| | 8. Work in Progress | <i>Info</i> |
| | a. Oakland – San Jose Phase 2 Project | |
| | b. Sacramento-Roseville 3 rd Track Project | |
| | c. Positive Train Control Update | |
| | d. Station Signage and Platform Safety Upgrades | |
| | e. Capitol Corridor Station Bicycle eLocker Project | |
| | f. Vision and Service Planning Ad-Hoc Subcommittee: Vision Plan Implementation Program | |
| | g. Proposed Extension of Capitol Corridor Trains to Salinas | |
| | h. Upcoming Marketing Activities | |
| VII. | Board Member Reports | |
| VIII. | Public Comments | |
| IX. | Adjournment. Next Meeting Date: 10:00 a.m., September 21, 2016, at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA | |

Notes:

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

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

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

DIRECTIONS TO SACRAMENTO CITY COUNCIL CHAMBERS

**City Hall, New Building
915 I Street, Council Chambers, 1st floor**



From Sacramento Valley Station [walk approx. 0.5 mile, 10-15 min]

- From the bus plaza head east toward 5th St for approx. 400 feet
- Turn right onto 5th St for approx. 400 ft
- Turn left onto I St to 9th Street for approx. 0.3 miles
- City Council Chambers is behind the original City Hall Building

Driving instructions from San Francisco Bay Area:

- Take I-80 East
- Continue on I-305 east to downtown Sacramento
- Go north on I-5
- Take the J St exit from I-5 N
- Continue on J St. Drive to I St [approx. 0.7 mi]
- Turn left onto 10th Street
- City Hall Garage is at the corner of 10th & I Streets, Sacramento

Driving directions from Placer County:

- I-80 towards Sacramento
- Take I-80 Business West
- Exit Downtown/10th Street
- Proceed to City Hall Garage at the corner of 10th & I Streets

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

**Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 100th Meeting
February 17, 2016**

The 100th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, February 17, 2016, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City; San Jose City Hall, Tower Building, 200 E. Santa Clara Street, Room #T1853, San Jose, California; and San Francisco Bay Area Rapid Transit District, 300 Lakeside Drive, Room 2301, Oakland, California. Chair Gail Murray presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Chair Murray called the meeting to order at 10:07 a.m.

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair Gail Murray, San Francisco Bay Area Rapid Transit District (BART); Phil Serna, Sacramento Regional Transit District (SRTD); Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Zakhary Mallett, BART; Robert Raburn, BART; Jack Batchelor, Solano Transportation Authority (STA); and Harry Price, STA (Alternate for Director Spering).

Directors present in Oakland: Rebecca Saltzman, BART.

Directors present in San Jose: Raul Peralez, Santa Clara Valley Transportation Authority (SCVTA).

Absent: Directors Steve Miller, SRTD; Robert Davis, Yolo County Transportation District (YCTD); Lucas Frerichs, YCTD; Nicholas Josefowitz, BART; and Jim Spering, STA (Alternate attended in stead).

Director Diana Ruslin, PCTPA, entered the meeting later in Suisun City.

Director Tom Radulovich, BART, entered the meeting later in Oakland.

Director Magdalena Carrasco, SCVTA, entered the meeting later in San Jose.

III. Report of the Chair. Chair Murray welcomed Director Peralez from the Santa Clara Valley Transportation Authority and noted the milestone 100th meeting of the Capitol Corridor Joint Powers Authority. Chair Murray reported on the following: FY16/17-FY17/18 Business Plan Update; Annual Performance Report (FY2015) and the FY15 Independent Audit Report.

Director Ruslin entered the meeting in Suisun City.

Director Radulovich entered the meeting in Oakland.

IV. Minutes of November 18, 2015 Meeting. Chair Murray introduced the Minutes of November 18, 2016. Director Batchelor moved approval of Item IV. Minutes of the November 18, 2016 Meeting. Director Holmes seconded the motion, which passed by roll call vote. Ayes: 10 – Directors Murray, Holmes, Ruslin, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price. Noes: 0. Abstain: 1 – Director Serna. Absent: 5 – Directors Miller, Davis, Frerichs, Carrasco, and Josefowitz.

Director Carrasco entered the meeting in San Jose.

V. Consent Calendar. Chair Murray introduced the Consent Calendar. Director Raburn moved adoption of Resolution No. 16-01, In the Matter of Providing Authorization to Obtain FY15-16 Funds from the State of California Office of Emergency Management Services. Director Holmes seconded the motion, which passed

by unanimous roll call vote. Ayes: 12 – Directors Murray, Serna, Holmes, Ruslin, Carrasco, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price. Noes: 0. Absent: 4 – Directors Miller, Davis, Frerichs, and Josefowitz.

VI. Action and Discussion Items.

1. CCJPA FY2016-17 – FY2017-18 Business Plan Update. Mr. David Kutrosky, Managing Director, presented the FY2016-17 – FY2017-18 Business Plan Update for consideration by the Board. The item was discussed.

Mr. Mike Barnbaum addressed the Board.

Director Batchelor moved adoption of Resolution No. 16-02, In the Matter of Approving the State Fiscal Year 2016-17 – 2017-18 Business Plan Update for the Capitol Corridor Service for the Capitol Corridor Joint Powers Authority. Director Holmes seconded the motion, which passed by the required two-thirds roll call vote. Ayes: 12 – Directors Murray, Serna, Holmes, Ruslin, Carrasco, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Davis, Frerichs, and Josefowitz.

2. Legislative Matters. Mr. Kutrosky provided an overview of proposed legislative matters affecting Capitol Corridor Service, highlighting the Draft FY 2016-17 State Budget. The item was discussed.

Director Mallett moved that the Board authorize the Executive Director to submit a letter(s) of support or opposition for actions relating to the proposed legislative matters affecting Capitol Corridor service, including modifications as provided by the CCJPA Board. Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Murray, Serna, Holmes, Ruslin, Carrasco, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price. Noes: 0. Absent: 4 – Directors Miller, Davis, Frerichs, and Josefowitz.

3. Capitol Corridor Project List: FY15-16 Cap and Trade Transit/Intercity Rail Capital Program. Mr. Kutrosky reviewed the proposed submittal of FY15-16 Cap and Trade Transit/Intercity Rail Program grant application(s) to CalSTA for capital projects that will expand and/or enhance the performance of Capitol Corridor Service. The item was discussed.

Director Holmes moved adoption of Resolution No. 16-03, In the Matter of Authorizing the Submittal of Grant Applications for the FY15-16 Cap and Trade Transit/Intercity Rail Capital Program for Projects to Improve the Capitol Corridor Service. Director Ruslin seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Murray, Serna, Holmes, Ruslin, Carrasco, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price. Noes: 0. Absent: 4 – Directors Miller, Davis, Frerichs, and Josefowitz.

4. Auburn Station Facility Upgrades: Security Cameras and Wayside Layover Power Cabinet. Mr. Kutrosky provided an overview of the installation of security cameras and wayside power cabinet at the Auburn station and layover facility. The item was discussed.

Director Holmes moved adoption of Resolution No. 16-04, In the Matter of Authorizing Funding for the Security Cameras and Wayside Layover Power Cabinet at the Auburn Station Facility. Director Ruslin seconded the motion, which passed by the unanimous roll call vote. Ayes: 12 – Directors Murray, Serna, Holmes, Ruslin, Carrasco, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price. Noes: 0. Absent: 4 – Directors Miller, Davis, Frerichs, and Josefowitz.

5. Security Camera Installation at Four Stations – Rocklin, Roseville, Suisun and Fremont. Mr. Kutrosky recommended approval of the installation of security cameras at four stations in the cities of Rocklin, Roseville, Suisun and Fremont.

Director Batchelor moved adoption of Resolution No. 16-05, In the Matter of Authorizing Funding for the Installation of Security Cameras at Four Stations – Rocklin, Roseville, Suisun and Fremont. Director Mallett seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Murray,

Serna, Holmes, Ruslin, Carrasco, Peralez, Mallett, Raburn, Radulovich, Saltzman, Batchelor, and Price.
Noes: 0. Absent: 4 – Directors Miller, Davis, Frerichs, and Josefowitz.

6. **Managing Director’s Report.** Mr. Kutrosky reviewed the recent system performance indicators for February 2016, highlighting ridership; on-time performance; the service plan for Super Bowl 50; revenues; delays; and FY16-17 Draft State Budget/Legislation. The item was discussed.

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

VII. Board Member Reports. Chair Murray invited Board member reports. Director Serna recommended staff present a report on CCJPA efforts to the California Air Resources Board. Director Serna suggested staff consider how the opening of the Golden 1 Center may affect/impact downtown Sacramento street and transit circulation.

VIII. Public Comments. Chair Murray invited comment from the public. Messrs. Peter Warner, Chris Kelley, and Mike Barnbaum addressed the Board.

IX. Adjournment. The Meeting adjourned at 11:26 a.m. Next Meeting Date: 10:00 a.m., April 20, 2016, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the February 17, 2016 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: AUBURN STATION FACILITY UPGRADES: SECURITY CAMERAS AND WAYSIDE LAYOVER POWER CABINET – BUDGET UPDATE

PURPOSE

For the CCJPA Board to approve a revised funding source for the planned improvements at the Auburn Capitol Corridor station that were originally approved by the CCJPA Board through Resolution 16-04 on February 17, 2016.

BACKGROUND

The CCJPA Board, through Resolution 16-04 approved on February 17, 2016, authorized a project budget to construct a wayside layover power system and install security cameras at the Capitol Corridor station and train lay over site at Auburn. This Resolution authorized a budget of \$2,000,000 from the following fund sources:

- FY 15 Capitol Corridor Reinvestment (CCRP) Funds: \$1,100,000
- CCJPA Revenue Credits: \$900,000

On May 19, 2016 the California Transportation Commission (CTC), under the Proposition 1B Rail Program Amendment, allocated \$900,000 for Installation of Wayside Power at the Auburn Station and Layover Site. CCJPA Staff recommends substituting the budget amount of \$900,000 from Revenue Credits with the like amount from Prop. 1B now allocated by the CTC. The project budget will remain unchanged, and the funding from Revenue Credits can be freed up for use on other projects. The new project budget would be as follows:

- FY 15 Capitol Corridor Reinvestment (CCRP) Funds: \$1,100,000
- Prop. 1B: \$900,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised funding plan for a budget of not-to-exceed \$2,000,000 to install security cameras and wayside standby power at the Auburn station and layover facility, substituting the budget amount of \$900,000 from Revenue Credits with the like amount from Prop. 1B, and authorize the CCJPA Executive Director or her designee to enter into agreements for the implementation of the Project.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Security Cameras and
Wayside Layover Power Cabinet at the Auburn Station Facility/

Resolution No. 16-06

WHEREAS, the Capitol Corridor Joint Powers Authority has pursued a policy of providing wayside layover power at the locations where Capitol Corridor trains lay overnight and have servicing; and

WHEREAS, the Capitol Corridor Joint Powers Authority has pursued a program of providing security cameras at stations and equipment servicing areas to improve security and deter criminal activity; and

WHEREAS, the CCJPA Board, through Resolution 16-04 approved on February 17, 2016, authorized a project budget of \$2,000,000 consisting of \$1,100,000 in FY 15 Capitol Corridor Reinvestment (CCRP) Funds and \$900,000 in CCJPA Revenue Credits to construct a wayside layover power system and install security cameras at the Capitol Corridor station and train lay over site at Auburn; and

WHEREAS, the California Transportation Commission (CTC), under the Proposition 1B Intercity Rail Account Program Amendment, allocated \$900,000 to the CCJPA for the Installation of Wayside Power at the Auburn Station and Layover Site; and

WHEREAS, CCJPA staff recommends substituting previously approved the budget amount of \$900,000 from CCJPA Revenue Credits with the like amount from Prop. 1B now allocated by the CTC; and

RESOLVED, that the CCJPB does hereby approve a revised funding plan with a budget of \$2,000,000 for the Project and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of the Project.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Amtrak and Caltrans Division of Rail.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS/GOVERNOR'S MAY REVISE STATE FY 16-17 BUDGET

PURPOSE

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

BACKGROUND

State Legislative Matters

Governor's May Revise of Draft FY 16-17 State Budget **[CCJPA POSITION: SUPPORT]**

On May 13, 2016, Governor Brown released the "May Revise," the Administration's update to the Governor's January Proposed Budget for FY 2016-17. While the May Revise identifies a \$1.9 billion decrease in tax revenue for the 2016-17 fiscal year, the update contains minimal changes to the Governor's January budget proposal for transportation, which calls for a host of expanded programs totaling \$36 billion over the next decade. Top priority will be "fix-it first" projects to bring existing transportation infrastructure into a state of good repair. The Governor's transportation funding plan would provide \$16.2 billion for highway repairs and maintenance, \$2.3 billion in state's trade corridors, \$13.5 billion in local roads, and \$4 billion in for transit and intercity rail via the Cap and Trade Transit and Intercity Rail Capital Program (TIRCP).

Cap and Trade

The May Revise also presents the Governor's \$3.1 billion Cap and Trade Expenditure Plan, which is unchanged from his January Budget. The Plan maintains the continuous appropriations to the Low Carbon Transit Operations program (LCTOP) for local/regional transit services, the Transit and Intercity Rail Capital Program (TIRCP), and the Affordable Housing and Sustainable Communities Program, while proposing a \$500 million investment in Low Carbon Transportation and Fuels. The Plan also features a one-time investment in transportation of \$100 million for LCTOP plus with \$400 million being directed to the existing TIRCP. The Governor is proposing that the supplemental \$400 million for the TIRCP will be an ongoing appropriation for ten years.

The table below provides an overview of the proposed Cap and Trade expenditures:

2016-17 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Continuous Appropriation	High-Speed Rail Authority	High-Speed Rail Project	\$500
	State Transit Assistance	Low Carbon Transit Operations	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$200
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400
50 Percent Reduction in Petroleum Use	Transportation Agency	Transit and Intercity Rail Capital Program	\$400
	Caltrans	Low Carbon Road Program	\$100
	Air Resources Board	Low Carbon Transportation & Fuels	\$500
	Energy Commission	Biofuel Facility Investments	\$25

The CCJPA submitted an application for CalSTA's second round of state Cap and Trade Transit and Intercity Rail Capital Program (TIRCP) grants based on funding from the Governor's Draft Budget for FY16-17 (see above). Applications for these TIRCP funds were due on April 5, 2016. The following projects were in the CCJPA's uniform application to the CalSTA requesting approximately \$49.2 million in TIRCP funds (with \$56.6 million in matching funds) for two key elements:

- 1. CCJPA Sacramento to Roseville Third Mainline Track Project Phase I:** This project includes various track infrastructure improvements on the Union Pacific route and at the Roseville Station facility. Completion of the project will allow for the addition of two daily Capitol Corridor round trip trains. Implementation of further phases of this project will set the stage for future service increases of up to 10 total round trips to/from Roseville.
- 2. Northern California Passenger Rail Schedule, Fleet and Maintenance Optimization and Capital Projects Program:** This project involves (a) an optimization study of Capitol Corridor and San Joaquin Intercity Passenger Rail Services and ACE Commuter Rail Service; (b) a modification program for passenger coach cars that would enhance on-board bicycle storage to keep up with ridership and bicycle demand on the Capitol Corridor consistent with the CCJPA's Bicycle Access Plan; and (c) the installation of two more standby power units at the Oakland Maintenance Facility to reduce GHG emissions and locomotive emissions/fuel usage and reduce ambient noise levels.

CalSTA has the ability to either support the full program of improvements or make a reduced or partial selection of the projects requested. The announcement of awards will be in August 2016.

FY 16-17 Budget to Support Operation of CA Intercity Passenger Rail Services. The funds to support the operation of the three California Intercity Passenger Rail (CIPR) services (San Joaquin, Capitol Corridor and Pacific Surfliner) remains the same as the current FY 15-16 budget amount at \$127 million and will be enough to meet the Amtrak FY 17 budget forecasts received from Amtrak on March 31, 2016 for the three CIPR services. Staff will verify that the budget subcommittees in Assembly and Senate will approved the \$127 million operating budget. This budget amount includes the additional funding to support the planned 7th San Joaquin round trip train (Central Valley-Oakland), slated to start in mid-2016.

State Legislation

SBX1-1 (Beall) – Transportation Funding

[CCJPA POSITION- SUPPORT IF AMENDED]

This bill would increase several taxes and fees and invest additional Cap and Trade auction proceeds to address issues of deferred maintenance on state highways, local streets and roads, and public transit.

Specifically, this bill would: eliminate the Board of Equalization's annual adjustment of the gas excise tax,

increase the gas excise tax by 12 cents and index it to the Consumer Price Index; increase the diesel excise tax by 22 cents and index it to the Consumer Price Index; increase the incremental diesel sales tax rate from 1.75% to 5.25%; introduce an annual road access fee of \$35 per vehicle and index it to the Consumer Price Index; introduce an annual zero-emission vehicle fee of \$100 per vehicle; increase the vehicle registration fee by \$35 and index it to the Consumer Price Index; redirect half of vehicle weight fees that are currently allocated to transportation debt service to transportation purposes; and, double allocations to the TIRCP and LCTOP.

The bill also requires that \$550 million in Cap and Trade funds for the California High Speed Rail Authority (CHSRA) be redirected to over an uncertain time period to the TIRCP. The agencies representing the state's intercity passenger rail services have taken issue with this deprogramming of funds for the CHSRA even though these IPR services may stand to benefit from this reallocation of funds and is seeking changes to this language that would keep the \$550M with the CHSRA while increasing the TIRCP allocation beyond the proposed 20% (from 10%) to upwards of 25%.

Status: Re-referred to Comm. on Appropriations on April 21.

AB 1591 (Frazier) –Transportation Funding

[CCJPA POSITION- SUPPORT]

AB 1591 seeks long-term sustainable transportation funding to address congestion, a backlog of highway maintenance, growth in the state's trade corridors, and investment in public and intercity passenger rail services and closely resembles aspects of SBX1-1 with respect to developing a legislative means to increase transportation funding (by \$8 billion per year) to address the state's lack of investment in transportation infrastructure. Namely, AB 1591 proposes to double the current allocation of Cap and Trade TIRCP funds from 10% to 20%, resulting in an expected annual budget of \$400 million. The CCJPA sent a letter of support for AB 1591 on March 2, 2016.

Status: Introduced January 6, 2016. Referred to Transportation and Revenues and Taxation on Feb 1.

SB X1-8 (Hill) Public Transit: Funding

[CCJPA POSITION- SUPPORT]

This bill would increase the percentage of Cap and Trade revenues continuously appropriated to support public transit from 15 percent to 30 percent. Specifically, this bill would increase the percentage of Cap and Trade revenues continuously appropriated to the Transit and Intercity Rail Capital Program, a competitive grant program administered by the California State Transportation Agency, from 10 percent to 20 percent; and, would increase the percentage of Cap and Trade revenues continuously appropriated to the Low Carbon Transit Operations Program, a formula program that distributes funding directly to all transit agencies through the State Transit Assistance program, from 5 percent to 10 percent.

Status: In the Senate Appropriations Committee since Sept. 2, 2015.

AB X1 7 (Nazarian) Public Transit: Funding

[CCJPA POSITION- SUPPORT]

This bill would increase the percentage of Cap and Trade revenues continuously appropriated to support public transit from 15 percent to 30 percent. Specifically, this bill would increase the percentage of Cap and Trade revenues continuously appropriated to the Transit and Intercity Rail Capital Program (TIRCP), a competitive grant program administered by the California State Transportation Agency, from 10 percent to 20 percent; and, would increase the percentage of Cap and Trade revenues continuously appropriated to the Low Carbon Transit Operations Program, a formula program that distributes funding directly to all transit agencies through the State Transit Assistance program, from 5 percent to 10 percent.

Status: This bill has not been referred to a committee since July 17, 2015.

Federal Legislation

FY 2017 Federal Appropriations

Congress is now developing its FY 17 Appropriators bills and for the first time will consider the Rail Title provisions from the Fixing America's Surface Transportation (FAST) Act of 2015 (enacted on December 4, 2015). The FAST Act, the first multi-year surface transportation authorization in over 10 years, and includes a Rail Title for state-supported intercity passenger rail (IPR) services within the following accounts:

- Consolidated Rail Infrastructure and Safety Improvements (CRI & SI): Competitive grants to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability. PTC

and other technology items and rail line relocation are also eligible for funding. \$1.103B over five years; a 50% match is required.

- State of Good Repair (SOGR): Competitive grants for projects to improve qualified railroad assets. \$0.997B over 5 years; 20% match is required.
- State Supported Route Commission (SSRC): The SSRC is authorized at \$10M (\$2M per year for five years) to coordinate planning of trains operated by Amtrak on state-supported routes so as to further implement Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Members include US DOT (likely FRA), Amtrak, and state intercity passenger rail agencies. (Note: The current State-Amtrak Intercity Passenger Rail Committee (SAIPRC) will act as the SSRC for purposes of the FAST Act.)

The table provides a comparison of recent actions on the FY 2017 Appropriations for Transportation by the Senate floor and the House Transportation, Housing and Urban Development (THUD) Subcommittee.

FY 17 Program	FY 16	FAST Act	Senate Passed	House Approps
CRISI (50% match)	\$0	\$190M	\$50M	\$25M
SOGR (20% match)	\$0	\$140M	\$20M	\$25M
SSRC/SAIPRC	\$0.5M	\$2M	\$2M	\$2M

As can be seen from the table, the levels of funding proposed by the Senate and the House are significantly lower than the authorized levels in the FAST Act, yet represent a beginning in the investment by the federal government in state-supported IPR services. The CA IPR services stand to gain from the CRISI and SOGR accounts due to the available Cap and Trade TIRCP state matching funds.

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: RICHMOND STATION PLATFORM IMPROVEMENTS

PURPOSE

For the CCJPA Board to approve a budget of \$300,000 for the Richmond Station Platform Improvement Project, which is comprised of the Flashing Beacon Signal and Parking Validation Machine.

BACKGROUND

Flashing Beacon Signal: Due to the layout of the Richmond train station, if BART trains are delayed slightly on their arrival into the Richmond Station (from San Francisco or the East Bay), there can arise situations where passengers do not have sufficient time to transfer to the Capitol Corridor trains before the train departs. These passengers then are subjected to a long wait until the next Capitol Corridor train arrives. In an effort to provide better coordination between the BART and Capitol Corridor train operations, it has been proposed to implement a flashing beacon at the Capitol Corridor boarding platform to alert Capitol Corridor conductors of the impending arrival of a BART train. The flashing beacon would be triggered by the approach of the BART train to a point close to the BART station platform. The Capitol Corridor conductors could then hold their train for a sufficient time to allow passengers to transfer from the incoming BART train to the Sacramento/Auburn-bound Capitol Corridor train. The projected completion date for the project is the second half of 2017.

Clipper Card Parking Validation Machine: Currently, those who park in unreserved parking spaces at the BART Richmond parking garage need to pay for their unreserved parking spaces once they enter the paid-area of the BART station. Capitol Corridor passengers do not have access to the parking validation machine in the BART paid-area and thus have no way to pay the fee for use of the BART parking lot unless they pay in advance through an authorized website. To correct this situation, it is proposed to install a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor boarding platform. Thus, Capitol Corridor passengers could then park in the BART parking garage and proceed to the Capitol Corridor/Amtrak platform to pay for the parking space at the new PVM using a Clipper Card. The projected completion date for the project is the second half of 2017.

CCJPA Staff has identified \$300,000 in FY 15 Capitol Corridor Reinvestment (CCRP) funds to proceed with this combined project.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$300,000 to design and install the Richmond Station Platform Improvement Project, comprised of the Flashing Beacon and Parking Validator Machine, and authorize the CCJPA Executive Director or her designee to enter into agreements for the implementation of the Project.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
 CAPITOL CORRIDOR JOINT POWERS AUTHORITY
 BOARD OF DIRECTORS

In the Matter of
 Authorizing Funding for the
 Installation of Flashing Beacon and Parking Validator Machine –
Richmond Station Platform Improvement Project /

Resolution No. 16-07

WHEREAS, the Capitol Corridor Joint Powers Authority desires to improve intermodal connectivity at the Richmond Capitol Corridor and BART station; and

WHEREAS, BART passengers sometimes do not have sufficient time to transfer to the Capitol Corridor trains before the train departs; and

WHEREAS, staff has identified a way to better coordinate the BART and Capitol Corridor train operations by using a flashing beacon on the Capitol Corridor boarding platform; and

WHEREAS, Capitol Corridor passengers currently have no way to pay for unreserved parking in the BART garage at the Richmond station; and

WHEREAS, staff has identified a way to allow Capitol Corridor passengers to pay for parking by installing a Clipper Card Parking Validator Machine on the Capitol Corridor/Amtrak boarding platform; and

WHEREAS, staff has identified a project to install a flashing beacon and parking validator machine on the Capitol Corridor boarding platform at the Richmond Station (“Project”); and

WHEREAS, staff has identified \$300,000 from FY 15 Capitol Corridor Reinvestment (CCRP) Funds to fund the Project; and

RESOLVED, that the CCJPB does hereby approve a budget of \$300,000 for the Project and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of the Project.

#

ACTION:	DATE:	ATTEST:
Ayes:		_____ Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
CCJPA Managing Director

SUBJECT: UPDATE: CAP AND TRADE TRANSIT/INTERCITY RAIL CAPITAL PROGRAM APPLICATION/SACRAMENTO-ROSEVILLE 3RD TRACK PROJECT - PHASE 1

PURPOSE

For the CCJPA Board to approve an updated funding program for the CCJPA's application of FY 16-17 Cap and Trade Transit/Intercity Rail Program (TIRCP) grant funds to CalSTA for the Sacramento-Roseville 3rd Track Project – Phase 1 project.

BACKGROUND

As authorized by the CCJPA Board under Resolution 16-03 at the February 17, 2016 meeting, CCJPA staff submitted an application on April 5, 2016, for the FY 16-17 Cap and Trade Transit/Intercity Rail Capital Program (TIRCP) funds to the California State Transportation Agency (CalSTA). The application included a first phase (that included up to two additional round trips to/from Roseville) of the Sacramento to Roseville Third Mainline Track (SR3T Ph 1) project. The initial TIRCP funding request along with a proposed funding plan revision is shown in the table below:

FUNDING REQUEST - April 5, 2016 TIRCP Application		
	Existing Application	Proposed Revisions
Funding Source	SR3T Ph 1	SR3T Ph 1
TIRCP	\$ 31,000,000	\$ 19,730,000
Prop 1A	\$ 40,700,000	\$ 51,970,000
Prop 1B	\$ 7,000,000	\$ 7,000,000
STIP-RIP	\$ 3,000,000	\$ 3,000,000
City of RSV	\$ 5,000,000	\$ 5,000,000
TOTAL	\$ 86,700,000	\$ 86,700,000

This revised funding plan is based on feedback received since submittal of the application combined with recent actions by CTC to delete STIP-IIP funding for the Oakland-San Jose Phase 2 Project (as part of a statewide \$754 million cut in project programming for the biennial 2016 STIP). The revised funding plan for the SR3T Ph 1 Project will preserve remaining Prop 1A High Speed Train Connectivity funds for the CCJPA/Capitol Corridor which is currently programmed to the now eliminated Oak-San Jose Ph 2 Project, while also reducing the CCJPA's "ask" for TIRCP funds, which improves the competitiveness of the application based on Greenhouse Gas reductions [in tons] per TIRCP dollar requested.

The revised funding plan consist of redirecting an additional \$11.27 million in Prop 1A HST Connectivity funds for the CCJPA/Capitol Corridor from the Oakland-San Jose Phase 2 Project to the SR3T Ph 1 Project, reducing the request for FY 16-17 TIRCP funds by a similar amount.

Please note that this revised funding plan does not yet take into account a similar STIP reduction actions by the CTC to eliminate PCTPA's share of \$3 million in 2016 STIP-RIP pending formal notice from PCTPA that the STIP-RIP funding was eliminated. In addition, City of Roseville recently indicated via email to CCJPA that funds which were to be combined with the PCTPA STIP-RIP \$3M to build an initial parking garage to support up to three new round trips to/from Roseville were not available. CCJPA will be meeting with PCTPA

and the City of Roseville on June 23 to address this matter. The need to construct a parking garage as initially proposed may not be necessary immediately due to the phased service expansion plan under Phase 1 (from 1 to 3 daily round trip trains). CCJPA staff will work with the City of Roseville and PCTPA to utilize available surface parking to support additional ridership and associated parking demand at Roseville Station under the Phase 1 service expansion plan.

Aside from the authorities granted in the passage of CCJPA Board Resolution 16-3 for all other aspects of the TIRCP application, staff is seeking approval of the necessary actions by the CCJPA Board to redirect remaining Proposition 1A HST Connectivity funding from the Oakland to San Jose Ph 2 project to the funding program for the SR3T Ph 1 Project TIRCP application (submitted April 5, 2016). CCJPA staff would pursue the necessary actions at the state level to make these adjustments if/once approved by the CCJPA Board. The following table specifically outlines the impact to the various projects funded by the Proposition 1A High Speed Rail Connectivity funds:

CCJPA Proposition 1A High Speed Train Connectivity		
Projects:	Original	Revised (pending 6/15/16 action)
Oakland to San Jose Ph 2 ^(a)	\$46,550,000	\$0
Sacramento to Roseville 3 rd Track	\$15,600,000	\$51,970,000
Travel Time Savings ^(b)	\$0	\$10,180,000
TOTAL	\$61,150,000	\$61,150,000
<p>(a) CTC adopted the 2016 STIP which deleted \$7M in program funding for Oakland-San Jose Ph 2 Project thus requiring the transfer of \$46.55M in Prop 1A HST Connectivity for two other projects that were ready for final design and construction (Sacramento to Roseville 3rd Track phase 1 and Travel Time Savings).</p> <p>(b) The funding plan for the Newark-Santa Clara segment of the Travel Time Savings Project includes \$10.18 million in Prop 1A HST Connectivity funds which was allocated by CTC in May 2016.</p>		

RECOMMENDATION

The SCG recommends that the CCJPA Board approve the updated funding program for the CCJPA’s application of FY 16-17 Cap and Trade Transit/Intercity Rail Program (TIRCP) grant funds to CalSTA for the Sacramento-Roseville 3rd Track Project – Phase 1 and to allow for additional funding request revisions.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Updating the Funding Program Included in the
Submittal of the Grant Application for the FY 16-17 Cap and Trade
Transit/Intercity Rail Capital Program
For the Sacramento-Roseville Third Track Project – Phase 1 /

Resolution No. 16-08

WHEREAS, by the April 5, 2016 deadline the CCJPA submitted a capital project funding application for Cap and Trade Transit/Intercity Rail Capital Program (“TICRP”), administered by the California State Transportation Agency (CalSTA), pursuant to CCJPA Board Resolution 16-03, which included funding to support first phase (that included up to two additional round trips to/from Roseville) of the Sacramento to Roseville 3rd Track (SR3T Ph 1) project; and

WHEREAS, actions subsequent to April 5, 2016 by the California Transportation Commission have modified the State Transportation Improvement Program (STIP) such that CCJPA’s funding for the Oakland to San Jose Phase 2 project has been eliminated in a statewide \$754 million cut in project programming for the biennial 2016 State Transportation Improvement Program (“STIP”); and

WHEREAS, the CTC actions have altered the availability and applicability of funds for the Oakland to San Jose Phase 2 such that Proposition 1A High Speed Train (HST) Connectivity funds programmed for the project are no longer viable for that project and may be shifted to the SR3T Ph 1 in order to preserve the CCJPA’s use of such Prop 1A funds; and

WHEREAS, accelerated expenditure of available Proposition 1A HST Connectivity funds for the state’s Intercity Passenger Rail system is a goal of the state and a reprogramming shift of all available Proposition 1A HST Connectivity funds to the SR3T Ph 1 project as shown in the table below in lieu of requesting the equivalent TICRP funding would fulfill that need; and

CCJPA Proposition 1A High Speed Train Connectivity		
Projects:	Original	Revised (pending 6/15/16 action)
Oakland to San Jose Ph 2 ^(a)	\$46,550,000	\$0
Sacramento to Roseville 3 rd Track	\$15,600,000	\$51,970,000
Travel Time Savings ^(b)	\$0	\$10,180,000
TOTAL	\$61,150,000	\$61,150,000
<p>(c) CTC adopted the 2016 STIP which deleted \$7M in program funding for Oakland-San Jose Ph 2 Project thus requiring the transfer of \$46.55M in Prop 1A HST Connectivity for two other projects that were ready for final design and construction (Sacramento to Roseville 3rd Track phase 1 and Travel Time Savings).</p> <p>(d) The funding plan for the Newark-Santa Clara segment of the Travel Time Savings Project includes \$10.18 million in Prop 1A HST Connectivity funds which was allocated by CTC in May 2016.</p>		

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA Executive Director or her designee to take actions to shift all of the remaining Capitol Corridor/CCJPA Proposition 1A High Speed Train Connectivity funding to the SR3T Ph 1 Project.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: OVERVIEW OF DRAFT FY 16-17 CCJPA BUDGET - OPERATIONS, ADMINISTRATION, MARKETING

PURPOSE

To provide the CCJPA Board with an overview of the draft FY 16-17 budgets for service operations, marketing and administrative management for the Capitol Corridor service.

BACKGROUND

In preparation for the expected adoption of the CCJPA FY 16-17 Budget by the CCJPA Board of Directors at the September 21, 2016 meeting, staff has prepared a draft budget [administrative, marketing and operations] for FY 16-17 using the budget adopted from the Business Plan Update (Resolution 16-02) compared and (2) the current FY 16 Amtrak operating contract budget.

Capitol Corridor (Train + Connecting Bus)	Current FY 15-16 Budget	Draft FY 16-17 Budget	Change	Percent Change
Amtrak Contract (a)				
Third Party Costs (Fuel, Host Railroad)	\$ 12,518,000	\$ 13,734,000	\$ 1,216,000	9.7%
Amtrak Operating Costs	\$ 49,634,000	\$ 49,391,000	\$ (243,000)	-0.5%
Revenues	\$ 30,406,000	\$ 31,395,000	\$ 989,000	3.3%
TOTAL-Amtrak Contract (Costs less Revenue)	\$ 31,746,000	\$ 31,730,000	\$ (16,000)	-0.1%
CCJPA Marketing	\$ 1,174,000	\$ 1,174,000	\$ -	0.0%
CCJPA Administrative Management	\$ 2,951,000	\$ 2,951,000	\$ -	0.0%
TOTAL CCJPA BUDGET	\$ 35,871,000	\$ 35,855,000	\$ (16,000)	0.0%

(a) Assumes current service levels (30 weekday trains and 22 weekend trains) for FY 16-17.

Administrative and Marketing: The business plan request for FY 16-17 Administrative and Marketing budget is the same as the amount received in the CCJPA's allocation for FY 15-16: \$2.951 million. The administrative/marketing budget will support the administrative support of the CCJPA Board and the management duties and functions of the Capitol Corridor service.

Operations: Staff received the FY16 budget forecasts from Amtrak for the Capitol Corridor trains on March 31, 2016. The total Amtrak budget is projected to be \$31,730,000, a \$16,000 decrease [-0.1%] vs. the FY 15-16 Amtrak contract budget of \$31,746,000. This drop in net operating expenses is due to increased ridership and revenues that offset projected increases in third party costs (i.e., fuel).

Overall, the total CCJPA FY 16-17 budget is expected to decrease by \$16,000 or 0.04% compared to the CCJPA's total FY 15-16 budget.

The CCJPA has been working with Caltrans, the San Joaquin JPA and Amtrak to develop an optimized service plan for Capitol Corridor weekday and weekend trains in conjunction with SJJPA's planned introduction of the 7th San Joaquin round trip train (Central Valley-Oakland) in June 2016. Any changes to the CCJPA's operating budget associated with these revised train schedules will be presented for adoption of the CCJPA FY17 Budget at the September 21, 2015 CCJPA Board meeting.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: June 7, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: UPDATE: PROGRAMMED CAPITAL PROJECTS AND NEW RAIL VEHICLE DELIVERIES

PURPOSE

To provide the CCJPA Board with an update on the CCJPA's Capital Program including infrastructure projects and the delivery of new rail vehicles for the Capitol Corridor service.

BACKGROUND

CCJPA maintains an ongoing listing of various capital projects led by CCJPA and those led by others who will have an effect on Capitol Corridor service. A more extensive list of all capital projects in all stages of development are presented annually in the required Business Plan Update document adopted by the CCJPA Board at its February meeting. The current list of active projects underway using secured capital funds is provided below. [NOTE: The table does NOT include any information for projects for which no funding is secured, such as Sacramento to Roseville Third Main Track Phase 1 Project.]

LISTING OF ACTIVE CCJPA or CCJPA PARTNER LED CAPITAL PROJECTS (June 2016)			
CCJPA Funding Lead Projects			
Project Name	Project Description/Benefits	Cost	Projected Completion
Oakland to San Jose Ph 2 Design/Environmental	Perform limited initial design and required environmental documentation for track improvements between Newark and San Jose	\$ 3,350,000	Feb-17
Capitalized Maintenance 2015	Continues track maintenance for State of Good Repair Program to maximize on-time performance	\$ 1,000,000	Jul-16
At-station Bicycle eLockers and Folding Bicycle Rentals	Adds secure bicycle storage options across most stations (by Dec-17) and folding bicycle rentals at select stations (Oct-17)	\$ 781,000	Oct-17
Travel Time Savings Project	Various track upgrades to reduce Capitol Corridor running times by up to 10 minutes over corridor	\$ 15,500,000	Dec-17
Capitalized Maintenance 2016	Continues track maintenance for State of Good Repair Program to maximize on-time performance	\$ 1,000,000	Dec-18
Track, Bridge, and Signal Upgrade	Focus on track maintenance issues to retain high reliability (reinvested cost savings from previously allocated project)	\$ 1,305,000	Jun-17
Richmond Passenger Information and Parking Access	Install BART train flashing arrival light and parking validator machine at Richmond to assist with passenger connectivity	\$ 315,000	Dec-17
Station Safety and Informational Signage	Installing informational/safety signs at select stations	\$ 300,000	Jun-17
Security Cameras at Unstaffed Stations	Security cameras for Rocklin, Roseville, and Suisun stations	\$ 1,260,000	Jun-17
LED Lights at Roseville and Great America Station	Installation of LED lights at Roseville and Great America Station for safety and improved nighttime access	\$ 56,000	Mar-17
Auburn Security Camera and Power Upgrade Project	Security cameras and standby power to improve station and layover train equipment security and reduce overnight fuel use.	\$ 2,000,000	Jun-17
CCJPA LED PROJECT TOTAL		\$ 26,867,000	
CCJPA Service Partner Led Projects			
Project Name	Project Description/Benefits	Cost	Projected Completion
Fairfield-Vacaville Station	New station at Peabody Road in the Fairfield/Vacaville area	\$ 93,960,000	Oct-17
Northern California Intercity Passenger Rail Fleet			
- New Tier 4 Charger Locomotives	Illinois/California (Caltrans) led Tier 4 locomotive build to add to fleet and improve criteria emissions	\$ 36,000,000	Late 2016 thru 2017
- New Bilevel Cars	California (Caltrans)/Illinois led new bilevel coach, café, and cab car vehicles to supplement fleet capacity	\$ 66,000,000	Late 2018/2019
On-Board Information System	Caltrans led (CCJPA supported) on-train real-time passenger video and audio communications to satisfy ADA and provide new customer communication tool	\$ 22,700,000	Testing thru 2017, install thru 2019
CCJPA PARTNER LED PROJECT TOTAL		\$ 116,660,000	
* The Travel Time Savings Project cost estimate includes use of \$700,000 of Capitalized Maintenance 2016 project funds which are normally \$1,000,000 per year.			

RECOMMENDATION

For information and discussion.



Date: June 7, 2016
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – June 2016

**TO BE PROVIDED UPON RECEIPT OF MAY 2016 SERVICE PERFORMANCE
RESULTS FROM AMTRAK**

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (June 15, 2016 Meeting)

PURPOSE

To provide a report on work completed up to the June 15, 2016 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Business Plan Update (FY 2016-17 – FY 2017-18). Pursuant to CCJPA Resolution 16-02, the CCJPA Board adopted the FY 2016-17 – FY 2017-18 Business Plan Update at its February 17, 2016 meeting. After making some slight editorial revisions and minor adjustments to the Amtrak forecasts, staff completed the business plan update and submitted it to the Secretary of California State Transportation Agency on April 20, 2015.
- b. May 1, 2016 Timetable Change (Connecting Buses only). On May 1, 2016, a new streamlined operating plan was launched for the Capitol Corridor connecting bus service to/from San Francisco aimed at addressing unanticipated cost increases and improving connection times to trains at the Emeryville station. The two most heavily patronized bus stops in San Francisco during the weekdays were retained (i.e. Financial District-Hyatt stop (SFF) in the morning and evening peak periods and the Trans Bay Temporary Terminal stop (SFC), all schedules). Service to other underperforming bus stops were eliminated. Connecting bus service to Pier 39 (SFW) and the Shopping District stop (SFS) during weekday off peak periods and weekends will continue operations. Notices and schedules were updated on the website, including train platform and bus stop info post signs. Seat drops were provided on Trans Bay buses and staff met bus riders in person on buses and trains during evening hours to discuss these service changes.
- c. Marketing and Communications Activities (February – May 2016): The following work has been completed as part of the CCJPA's FY2015-16 Marketing and Communications Programs:
 - Advertising:
 - Partner and online advertising ongoing to support promotion of Capitol Corridor Friends and Family 50% Off
 - Print and Digital Communications:
 - Print and Online versions of 2015 Annual Performance Report published in February
 - Launched redesign of onboard Wi-Fi landing page/site in April
 - New navigation of website debuted late May; site has been re-architected for ease of updating
 - May 1 Timetable completed
 - Promotions:
 - Oakland A's – contract completed
 - Group Travel – updated site with new restrictions on space limits
 - Media Relations/Customer Communications:

- Completed Bike to Work Day efforts throughout route, including onboard “Cappy Hour” focused on Bike to Work Day.
- Created communications pieces for Sacramento-Roseville 3rd Track project, including two videos about the project for sharing via social media

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (June 15, 2016 Meeting)

PURPOSE

To provide an update on work in progress up to the June 15, 2016 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Oakland-San Jose Phase 2 Track Project. The engineering and environmental consultants continue working for CCJPA on the Newark-Albrae and Great America double track segments. Initial survey data has been gathered and conceptual design is advancing. Meetings have been held with other stakeholders to determine the best way to implement the needed track and signal improvements in the sensitive wetlands areas. Concurrently, Caltrain is completing the design and environmental plans for the track upgrades into and out of the San Jose Diridon Station terminal facility as a means to accommodate additional Capitol Corridor trains.
- b. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering. The CCJPA Board adopted the CEQA EIR for this project in November 2015. The National Environmental Policy Act (NEPA) environmental documentation must be completed by the Federal Railroad Administration (FRA) however they have informed CCJPA that they cannot issue a Finding of No Significant Impact (FONSI), which is the expected outcome of the NEPA process in this case, until CCJPA applies for federal funding on the project. In the interim, since there are no federal funds yet identified before the state funding to complete the NEPA documentation work expires, it will be necessary at some point in time with federal funding requested in the future and/or in the construction phase when federal permits are required, for a lead NEPA agency to issue a FONSI. CCJPA will have to work with FRA and the other federal agencies at the time either of the above conditions is met and complete the required work with funding that is available at that time.
- c. Positive Train Control Update. While Congress in November 2015 extended the deadline for Positive Train Control (PTC) implementation until December 31, 2018, the Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific's testing of the PTC system in the Los Angeles has recently been greatly expanded, and their plan remains the same in that PTC will be implemented in the Northern California area as soon as it is running smoothly in the Los Angeles area. The CCJPA has received and is reviewing initial information from UPRR on the expected installation and maintenance costs of PTC for the Capitol Corridor.

Installation of the PTC hardware (electronic equipment) on the state-owned rail equipment is currently complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped. Some software installation and programming remains, and will be completed prior to beginning testing of the PTC system. Caltrain has begun testing their PTC system known as CBOSS, but they have not yet extended their testing to any other operating partners.

- d. Station Signage and Platform Safety Upgrades. The CCJPA staff has been working with BART procurement to implement the installation of new station information display signs. Separately, CCJPA staff has been working with Union Pacific Railroad and Amtrak to survey stations along the Capitol Corridor route and identify possible and practical safety upgrades at the boarding platforms. Particular attention is being paid to situations where boarding passengers must cross main line tracks in order to reach their trains.
- e. Capitol Corridor Station Bicycle eLocker Project and Folding Bicycle Rental. CCJPA staff are working on several fronts to install the eLockers. For all stations, CCJPA is working out the insurance coverage and liability responsibilities in both those situations, getting set for building permits and rights of occupancy, arranging several funding agreements with cities that have matching funds. The vendor has obtained their contractor's license which is required before install could even commence. Installation is expected to be commenced in August and completed by December 2016. Developments on the folding bicycle rental are unfolding more slowly due to ensuring that there will be viable market response to answer the call of a request for proposal (RFP). As soon as CCJPA understands that the market is ready to respond, an RFP will be issued in sufficient time to implement the project before funding expires.
- f. Vision and Service Planning Ad-Hoc Subcommittee: Vision Implementation Plan Program. The Ad Hoc Vision Plan Subcommittee met April 25, 2016 to discuss the analysis now completed from San Jose to Benicia. In addition, an evaluation of making incremental investments in faster travel time was provided to include in the context of the overall investment program. The conclusions shared here are necessarily condensed but continue the collaboration themes from the prior Ad Hoc meeting which are that CCJPA will require a more integrated and transformational means of working with planning and funding partners in the Bay Area and at the state level (CalSTA) to achieve the service goals of the Vision Plan.

In addition, the investments in travel time savings, beyond the improvements made with the funded Travel Time Savings project, are not generally cost effective until CCJPA has dedicated passenger tracks. The one exception to travel time reductions is that possibly adding a second locomotive to each consist might (if cost effective at boosting ridership) allow the train to come up to speed more quickly and thus operate at the same top speed but be at a higher top speed sooner which is how the travel time is reduced. This would have to be weighed against the cost and additional emissions from using two locomotives and the ridership benefits it would be expected to produce. Obtaining dedicated passenger rail tracks remain a consistent objective moving forward because they hold the key to increasing frequencies, and then reducing travel time when and where it is cost effective.

Since the section from San Jose to Oakland was covered with the summary at the February 2016 Board meeting, the following summary covers Oakland just until Benicia. From Oakland north, sharing a slightly expanded existing right of way with UPRR the concept until the mouth of Franklin Canyon and then eventual tunneling to leave the canyon and arrive in Martinez at an elevated higher station location to be protected against sea level rise impacts which are significant in the Martinez area. This higher elevation at the Martinez stations will also set the stage for a new high level passenger rail bridge to Benicia which will be needed with the frequency anticipated Capitol Corridor train service. The next Ad Hoc meeting will be July 25, 2016 and consider the Benicia to Auburn section as well as other miscellaneous factors such as rolling stock and platform design that would be affected due to a phased implementation plan.

- g. Proposed Extension of Capitol Corridor Trains to Salinas. Next steps on the extension of Capitol Corridor service to Salinas include a federal environmental analysis of the improvements between Salinas and San Jose. The traffic and air quality analysis relies on a ridership analysis of the full build out six-round trip scenario. Caltrans is currently doing the ridership study based on the draft train

schedule provided by Capitol Corridor. That environmental review will enable future phases of the Salinas Extension Project (e.g., the Pajaro/ Watsonville station) to apply for federal funding.

Meanwhile, the near-term two-round trip schedule is based on the Capitol Corridor's plan to expand service between Oakland and San Jose from the current seven trains to eleven. If that plan is delayed, staff will look at the potential for extending two of the current seven trips serving San Jose. Based on that decision, staff will begin updating the operations and maintenance plan (the first draft was adopted in May 2013) and working with Caltrans and the California State Transportation Agency (CalSTA) on an equipment acquisition plan and negotiations with Union Pacific.

- h. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY 2016-17 Marketing Programs:
- Advertising:
 - Pursuing advertising agency to develop multi-channel campaigns to support spring/summer offers
 - Print and Digital Communications:
 - Updating Timetable templates and starting production for August 1 timetable
 - Promotions:
 - Take 5 for \$5 on Weekends and Seniors Ride Half Off Midweek will both be valid June – September
 - Promotion with USA Gymnastics Olympic Trials at SAP Center in San Jose
 - Media Relations/Customer Communications:
 - Event for new locomotives
 - Planning for Rail Safety Month in September

RECOMMENDATION

For information only