



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

Wednesday November 16, 2016

10 a.m.

Santa Clara Valley Transportation Authority
Building B
3331 North First Street
San Jose, CA
(see attached map)

Simultaneous teleconference calls will take place at:

**BART Administrative Building
300 Lakeside Drive, Room 2301
Oakland, CA**

**995 Market Street, Conf. Rm 2A
San Francisco, CA**

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair *Action*
 1. Election of Chair and Vice-Chair (2-Year Term: 2017-2018)
- IV. Consent Calendar *Action*
 1. Minutes of the September 21, 2016 Meeting
 2. CCJPA Board 2017 Meeting Schedule
 3. Budget Change Order – *Vision Implementation Plan*
 4. Legal Support Services – Federal Agency Proposed Rules and Regulations
- V. Action and Discussion Items
 1. Capitol Corridor Annual Performance Report (FY 2016) *Action*
 2. Legislative Matters *Action*
 3. Connecting the Northern California Megaregion (Bay Area Council Economic Institute) *Discussion*
 4. *Vision Implementation Plan* *Action*
 5. *Vision Communications Plan* – Initial Budget Authorization *Action*
 6. Quarterly Status Report: Programmed Capital Projects and New Vehicles *Info*
 7. Managing Director’s Report *Info*
 8. Work Completed *Info*
 - a. CCJPA/Amtrak FY2017 Operating Agreement
 - b. State Rail Safety Month (September 2016)
 - c. Marketing Activities (September – October 2016)
 9. Work in Progress *Info*
 - a. Oakland – San Jose Phase 2 Project
 - b. Station Signage and Platform Safety Upgrades
 - c. Proposition 1B Transit Safety/Security Improvement Projects
 - d. CCJPA Bike Access Program
 - e. On-Board Information System Project (OBIS)
 - f. Richmond Station Platform Improvements
 - g. Positive Train Control Update
 - h. Proposed Extension of Capitol Corridor Trains to Salinas
 - i. Upcoming Marketing Activities
- VI. Board Member Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., February 15, 2017 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

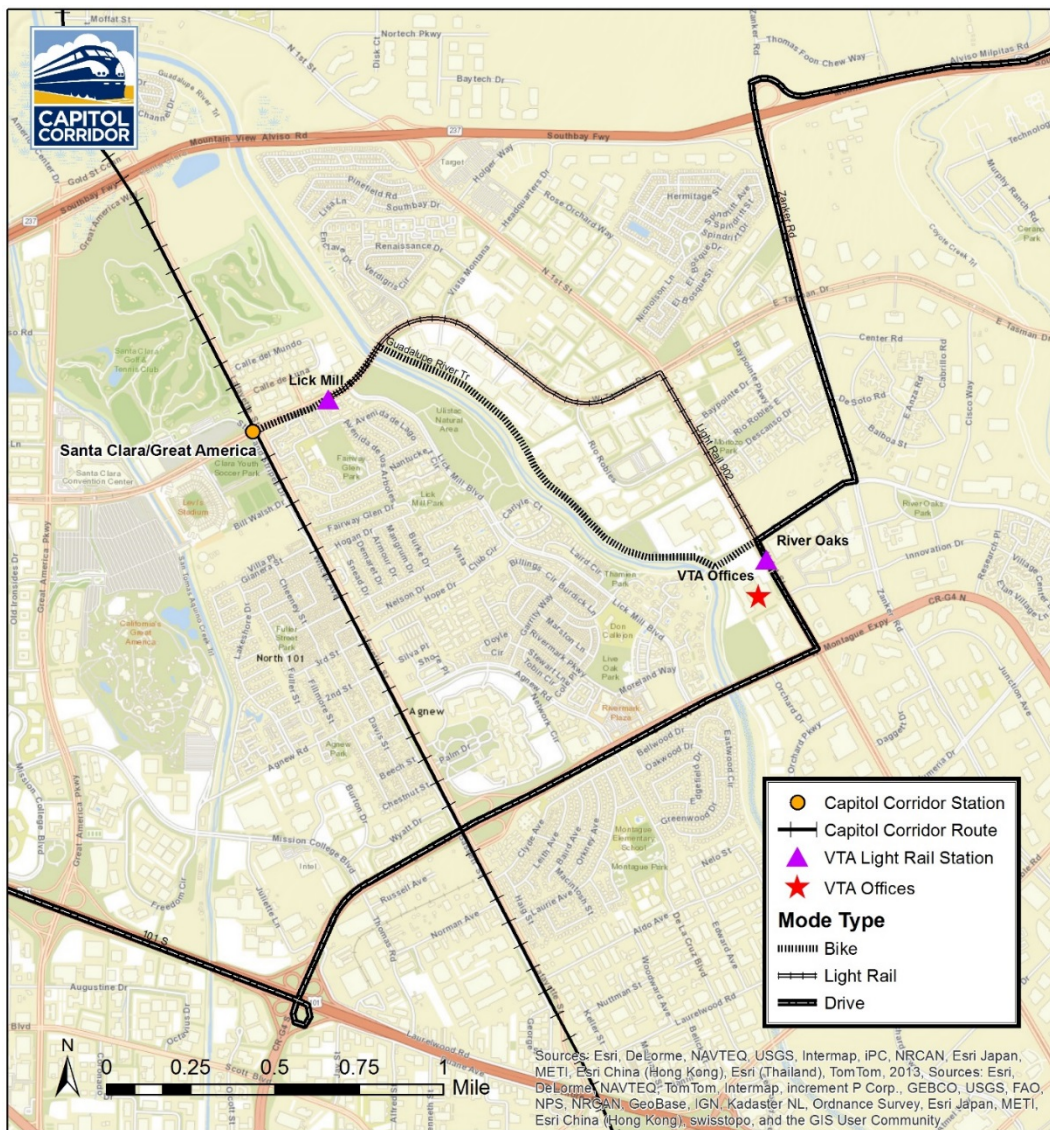
Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is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

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

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

MAP

DIRECTIONS TO SANTA CLARA VTA OFFICES



Capitol Corridor + Light Rail:

Take train 525 westbound toward San Jose and get off at Santa Clara/Great America station. Take stairs from platform to street level above (Tasman Drive). Walk east on Tasman Dr. for 0.25 mi (7 min) to get to Lick Mill light rail station. Take VTA light rail route 902 toward Winchester. After 3 stops (~20 min), exit at River Oaks station, cross the street, and walk to VTA offices.

Capitol Corridor + Bike:

Take train 525 westbound toward San Jose and get off at Santa Clara/Great America station. Take stairs from platform to street level above (Tasman Drive). Bike east on Tasman Dr. for 0.7 mi, and turn right onto Guadalupe River Trail. Stay on Guadalupe River Trail for approximately 1 mile, then turn left onto River Oaks Place/Pkwy. There will be a set of wide stairs at the intersection of the trail and River Oaks. Continue on River Oaks Pkwy and turn right onto North 1st Street. VTA offices will be to the right in 476 feet.

Driving from Sacramento/Oakland:

Drive south on I-880 South. Take the CA-237 West exit toward Mtn View. Drive on CA-237 West for about 1.5 miles, and take the Zanker Road exit. Turn left onto Zanker Road (signs for Agnews Developmental Center), drive for 1.2 mi on Zanker Rd, and then turn right onto River Oaks Pkwy. After 0.3 miles on River Oaks Pkwy, turn left onto North 1st Street, and VTA offices will be to the right.

Driving from San Francisco:

Drive south on US-101 South. Take the Montague Expressway exit, keep right at the fork, follow signs for Montague Expressway and merge onto Montague Expressway. Drive for 2 miles, and turn left onto North 1st Street. Make a U-turn at River Oaks Pkwy, and VTA offices to be to the right.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors

Minutes of the 102nd Meeting

September 21, 2016

The 102nd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, September 21, 2016, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; San Jose City Hall, Tower Building, 200 E. Santa Clara Street, Room #T1853, San Jose, California; and 995 Market Street, Conference Room 2A, San Francisco, California. Chair Gail Murray presided; Kenneth A. Duron, Recording Secretary.

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

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair Gail Murray, San Francisco Bay Area Rapid Transit District (BART); Steve Miller, Sacramento Regional Transit District (SRTD); Phil Serna, SRTD; Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Susan Rohan, PCTPA; Lucas Frerichs, Yolo County Transportation District (YCTD); Don Saylor, YCTD; Zakhary Mallett, BART; Robert Raburn, BART; Jim Spering, Solano Transportation Authority (STA); Jack Batchelor, STA.

Directors present in San Francisco: None.

Directors present in San Jose: None.

Absent: Directors Rebecca Saltzman, BART. Directors Magdalena Carrasco, Santa Clara Valley Transportation Authority (SCVTA); Raul Peralez, SCVTA, entered the meeting later in San Jose. Directors Nicholas Josefowitz, BART, and Tom Radulovich, BART, entered the meeting later in San Francisco.

Directors Carrasco and Peralez entered the meeting in San Jose.

III. Report of the Chair. Chair Murray welcomed Director Saylor, representing the Yolo County Transportation District succeeding Director Rob Davis, who is now an alternate to the CCJPB. Chair Murray reported on progress on the FY16-17 Budget, the Legislative Update on the agenda and the arrival of new Tier IV Charger locomotives.

IV. Consent Calendar. Chair Murray introduced the Consent Calendar. Director Batchelor moved adoption of Item IV.1. Minutes of the June 15, 2016 Meeting; Item IV.2. Resolution No. 16-08, In the Matter of Authorizing a Revised Budget for the CCJPA/Capitol Corridor Limited English Proficiency (LEP) Plan; Item IV.3. Resolution No. 16-09, In the Matter of Authorizing a Required Resolution Establishing Master Agreement Procedures for the Receipt of State Funding; Item No. IV.4. Resolution No. 16-10, In the Matter of Accepting the Award of the FY16-17 Cap and Trade Transit/Intercity Rail Capital Program Funds for the Oakland Maintenance Facility Wayside Power Cabinet Project and the Northern California Service Optimization Plan. Director Mallett seconded the motion, which passed by unanimous roll call vote. Ayes: 13 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Mallett, Raburn, Spering and Batchelor. Noes: 0. Abstain: 0. Absent: 3 – Directors Josefowitz, Radulovich and Saltzman.

Director Josefowitz, BART, entered the meeting in San Francisco.

Mr. David Pilpel, in San Francisco, addressed the Board on Consent Calendar Items IV.2 and IV.3.

V. Action and Discussion Items.

1. CCJPA FY16-17 Budget. Mr. Kutrosky, Managing Director, reviewed the FY16-17 Budget based upon the State Budget Act of 2016. The item was discussed.

Director Holmes moved adoption of Resolution No. 16-11, In the Matter of Adoption the Capitol Corridor Joint Powers Authority Budget Fiscal Year 16-17 Budget. Director Raburn seconded the motion, which passed by unanimous roll call vote. Ayes: 14 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Mallett, Raburn, Sperring and Batchelor. Noes: 0. Abstain: 0. Absent: 2 – Directors Radulovich and Saltzman.

2. CCJPA/Amtrak FY2017 Operating Agreement. Mr. Kutrosky presented FY16-17 Operating Agreement for Amtrak’s operation of the Capitol Corridor Service (intercity train and bus). The item was discussed.

Mr. David Pilpel, in San Francisco, addressed the Board.

Director Mallett moved adoption of Resolution No. 16-12, In the Matter of Approving the Agreement for the Provision of Rail Passenger Service (“FY 2017 Operating Agreement”) between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority. Director Frerichs seconded the motion, which passed by unanimous roll call vote. Ayes: 14 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Mallett, Raburn, Sperring and Batchelor. Noes: 0. Abstain: 0. Absent: 2 – Directors Radulovich and Saltzman.

Director Radulovich, BART, entered the meeting in San Francisco.

3. FY17 Marketing and Communications Plan. Mr. Kutrosky introduced Karen Bakar, from the CCJPA Marketing and Communications team, who reviewed the FY17 CCJPA Marketing and Communications Plan and requested approval and authority to enter into the necessary agreements to implement the FY17 adverting plan. The item was discussed.

Mr. Mike Barnbaum, in Suisun City, addressed the Board.

Director Holmes moved adoption of Resolution No. 16-13, In the Matter of Authorizing Staff to enter into Contract for Advertising Services to Support the FY17 Advertising Campaign. Director Miller seconded the motion, which passed by unanimous roll call vote. Ayes: 15 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Mallett, Raburn, Radulovich, Sperring and Batchelor. Noes: 0. Abstain: 0. Absent: 1 – Director Saltzman.

4. Positive Train Control (PTC) – Trackside Installation. Mr. Kutrosky reviewed the proposed budget of a not-to-exceed \$1,000,000 for the CCJPA’s share of installing PTC along the tracks of the Capitol Corridor route and authorize the CCJPA Executive Director or her Designee to enter into Agreements for the Implementation of the Project. The item was discussed.

Director Serna moved adoption of Resolution No. 16-14, In the Matter of Authorizing Funding for the CCJPA’s Share of Implementing Trackside Positive Train Control Project. Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 15 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Mallett, Raburn, Radulovich, Sperring and Batchelor. Noes: 0. Abstain: 0. Absent: 1 – Director Saltzman.

5. Legislative Matters. Mr. David Kutrosky presented an overview of the proposed legislative matters affecting Capitol Corridor Service. The item was discussed. Mr. Kutrosky advised no action was required.

6. Revised Funding Plan: Cap and Trade Transit/Intercity Rail Capital Program (TIRCP) Award – Sacramento-Roseville 3rd Track Project – Phase 1. Mr. Kutrosky presented the award of Cap and Trade TIRCP funds for the Sacramento to Roseville 3rd Track Project – Phase 1 and requested approval of the updated funding plan. The item was discussed.

Mr. David Pilpel, in San Francisco, addressed the Board.

Mr. Mike Barnbaum, in Suisun City, addressed the Board.

Director Rohan moved adoption of Resolution No. 16-15, In the Matter of Accepting the Award of the FY16-17 Cap and Trade Transit/Intercity Rail Capital Program Funds and Approving a Budget for the Sacramento-Roseville 3rd Track Project Phase 1. Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 15 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Mallett, Raburn, Radulovich, Sperring and Batchelor. Noes: 0. Abstain: 0. Absent: 1 – Director Saltzman.

Director Josefowitz, BART, exited the meeting in San Francisco.

7. CCJPA On-Board Bicycle Storage Phase 1 Project. Mr. Kutrosky introduced Jim Allison, Manager of Planning, who provided an update on plans to increase bicycle storage on the existing fleet of the Northern California intercity passenger cars and requested authorization for funding to implement the CCJPA On-Board Bicycle Storage Phase 1 Project. The item was discussed.

Director Raburn moved adoption of Resolution No. 16-16, In the Matter of Approving Funding for the CCJPA On-Board Bicycle Storage Phase 1 Project as amended. Director Frerichs seconded the motion, which passed by unanimous roll call vote. Ayes: 14 – Directors Murray, Miller, Serna, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Mallett, Raburn, Radulovich, Sperring and Batchelor. Noes: 0. Abstain: 0. Absent: 2 – Directors Josefowitz and Saltzman.

8. Vision Plan Implementation Plan - Update. Mr. Allison provided a progress report on the Vision Implementation Plan through the efforts of the CCJPA Board Ad Hoc Vision Plan Update Subcommittee. The item was discussed.

Director Serna, SRTD, exited the meeting in Suisun City.

Directors Sperring and Batchelor, STA, exited the meeting in Suisun City.

Dave Potter, Supervisor, Monterey County, in Suisun City, addressed the Board.

Dan Reynolds, Deputy Public Works Director, City of Salinas, in Suisun City, addressed the Board.

Debbie Hale, Executive Director, Transportation Agency for Monterey County, in Suisun City, addressed the Board.

Mr. David Pilpel, in San Francisco, addressed the Board.

9. Managing Director's Report. Mr. Kutrosky reviewed the recent system performance indicators through August 2016, highlighting revenues; ridership and comparisons with other Amtrak intercity rail services; schedule changes; on-time performance; and delays. The item was discussed.

Mr. David Pilpel, in San Francisco, addressed the Board.

Director Radulovich, BART, exited the meeting in San Francisco.

Director Carrasco, SCVTA, exited the meeting in San Jose.

10. Work Completed and 11. Work in Progress. Chair Murray invited questions or comments from the Board on Items 10 and 11. None were received.

VI. Board Member Reports. Chair Murray invited Board member reports. Director Saylor reported on the ride from Davis to Suisun City. Director Mallett commented on the need for an improved audio system for public announcements. Director Peralez updated the Board on recent activities in Santa Clara County: Secretary of Transportation Foxx's visit; a ballot measure for a half cent sales tax for transportation improvements in Santa Clara County; the Diridon Station/VTA Station Area Plan; and the Caltrain contract for electrification of the rail line.

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

Chair Murray and the Board of Directors recognized Mr. Tom Clark, Mechanical Officer, and Mr. Hubert Hanrahan, Transportation Officer, upon the occasion of their retirement of service to the Capitol Corridor.

IX. Adjournment. The Meeting adjourned at 12:10 p.m. Next Meeting Date: 10:00 a.m., November 16, 2016, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the September 21, 2016 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 8, 2016

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: 2017 CCJPA BOARD MEETING SCHEDULE

PURPOSE

For the CCJPA Board to adopt the meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors during Calendar Year 2017.

BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2017. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

| Date | Time | Location |
|--------------------|----------|---|
| February 15, 2017 | 10:00 am | Suisun, City Council Chambers * Business Plan Adoption |
| April 19, 2017 | 10:00 am | Suisun City, City Council Chambers |
| June 21, 2017 | 10:00 am | Oakland, BARRT Boardroom |
| September 20, 2017 | 10:00 am | Suisun City, City Council Chambers |
| November 15, 2017 | 10:00 am | Suisun City, City Council Chambers |

RECOMMENDATION

It is recommended that the CCJPA Board adopt the 2017 meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors.

Motion: The CCJPB adopts the attached meeting schedule.



DRAFT

**2017 Meeting Schedule
CCJPA Board of Directors**

| Date | Time | Location |
|--------------------|----------|--|
| February 15, 2017 | 10:00 am | Suisun City, City Council Chambers * Business Plan Adoption |
| April 19, 2017 | 10:00 am | Suisun City, City Council Chambers |
| June 21, 2017 | 10:00 am | Oakland, BART Boardroom |
| September 20, 2017 | 10:00 am | Suisun City, City Council Chambers |
| November 15, 2017 | 10:00 am | Suisun City, City Council Chambers |

* Adoption of Business Plan requires an affirmative vote of at least two-thirds (11) of appointed members.

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David Kutrosky
Managing Director, CCJPA

SUBJECT:

SUBJECT: BUDGET CHANGE ORDER – *VISION IMPLEMENTATION PLAN*

PURPOSE:

For the CCJPA Board to supplement the original budget of \$240,000 for the Vision Implementation Plan (VIP) by \$32,000 in Capitol Corridor Revenue Credits to account for an expanded scope of VIP delivery.

BACKGROUND

Prior to commencing work on the Vision Implementation Plan (VIP) the CCJPA established a budget for a consulting team to implement the work tasks that were anticipated. Over the course of implementing those work tasks, based on discussion with CCJPA staff and the Ad Hoc Vision Plan Subcommittee of the CCJPA Board, it was determined that additional analysis was required in the Sacramento to Auburn service area as well as in several other areas. As a result, an additional \$32,000 is required to be added to the budget from available CCJPA Revenue Credits. This amount exceeds the 10% threshold of the original budget of \$240,000, signed on March 9, 2016, and thus requires CCJPA Board approval. If approved by the CCJPA Board, the full VIP budget will be \$272,000.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised total budget of \$272,000 (an additional \$32,000 over the original budget of \$240,000) for the implementation of the VIP and authorize the CCJPA Executive Director or her designee to execute a budget change order using Revenue Credits as a fund source for the added funds.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Approving the
A Revised Budget for the Development of the
Vision Implementation Plan/

Resolution No. 16-17

WHEREAS, the Capitol Corridor Joint Powers Authority (CCJPA) Board approved moving forward to develop the Vision Implementation Plan (VIP) at the November 2014 CCJPA Board meeting; and

WHEREAS, a scope of work was developed for consultants to assist CCJPA with the development of the VIP and that scope initially included a budget of \$240,000; and

WHEREAS, in the course of analysis and discussion with CCJPA staff and the Vision Plan Ad Hoc Subcommittee of the CCJPA Board additional scope objectives were identified which included a more developed analysis of the VIP in the Placer County portion of the route as well as other miscellaneous tasks which required an additional expenditure of \$32,000; and

RESOLVED, that the CCJPA Board does hereby approve a budget change order of \$32,000 for the Vision Implementation Plan with CCJPA Revenue Credits, increasing the total budget for the VIP to \$272,000 and for the VIP and authorize the CCJPA Executive Director or her designee to amend the original work directive using CCJPA Revenue Credit funds to complete the modified work tasks.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David Kutrosky
Managing Director, CCJPA

SUBJECT: LEGAL SUPPORT SERVICES – FEDERAL AGENCY PROPOSED RULES AND REGULATIONS

PURPOSE

For the CCJPA Board to authorize \$170,000 in legal support services for the CCJPA's responses to recent rules and regulations proposed by the Federal Rail Administration and the Surface Transportation Board which could affect the CCJPA's management and oversight of the contracted operation of the Capitol Corridor train service.

BACKGROUND

Recent rules and regulations have been promulgated by federal agencies that relate to the operation and safety oversight of the nation's intercity passenger rail services. Specifically, two matters relate to the Federal Rail Administration's (FRA) release of (1) Final Rule on System Safety Plan (SSP) for state-supported intercity passenger rail services and (2) a separate document, Guidance from FRA in relation to the SSP Rule. The third matter was the request for feedback from Surface Transportation Board (STB) in its definition and measurement of On Time Performance (OTP) for Amtrak-operated trains.

In order to respond to these federal actions, staff is seeking support from outside counsel who can help the CCJPA craft responses to these federal documents in a form that meet the regulatory requirements of such responses from affected agencies like the CCJPA.

Staff working with the General Counsel's office have selected an outside counsel firm from its list of on-call firms, Kaplan, Kirsch, and Rockwell (KKR), to provide the requested legal support services. KKR has extensive experience supporting state IPR agencies with matters relating to the FRA and STB and is currently providing its services to other state IPR agencies on the subject matters referenced above. KKR also provided legal support services to the CCJPA in its dispute with Amtrak on the FY 14 pricing for Amtrak Call Center support costs, which included coordination and communications with STB.

The scope of services for these legal support services is estimated to be \$170,000 and will be funded with FY 16 Capitol Corridor Reinvestment Program (CCRP) funds with the supporting legal services to be completed in mid-2017.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of \$170,000 to retain legal support services from Kaplan, Kirsch, and Rockwell for the CCJPA's responses to recent rules and regulations proposed by the Federal Rail Administration and Surface Transportation Board affecting the operation of the Capitol Corridor service and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for such legal support services.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving Funding for Legal Support Services
To Support the CCJPA Response to Federal Rules and Regulations/

Resolution No. 16-18

WHEREAS, recent rules and regulations have been promulgated by federal agencies that relate to the operation and safety oversight of the national system of intercity passenger rail services; and

WHEREAS, the Federal Rail Administration (FRA) released of the Final Rule on System Safety Plans (SSP) for state-supported intercity passenger rail services and a separate document presenting guidance in relation to the SSP Rule; and

WHEREAS, Surface Transportation Board (STB) released a request for input on its definition and measurement of On Time Performance (OTP) for Amtrak-operated trains; and

WHEREAS, in order to appropriately and adequately respond to these federal actions, the CCJPA will require support from experienced outside counsel to develop responses to these federal documents in a form that meet the regulatory requirements; and

WHEREAS, CCJPA General Counsel has offered an outside counsel firm from its list of on-call firms, Kaplan, Kirsch, and Rockwell (KKR), to provide the requested legal support services.

WHEREAS, KKR has extensive experience supporting state passenger rail agencies with matters relating to FRA and STB and is currently providing its services to other state IPR agencies on the subject matters referenced above; and

WHEREAS, the scope of services for these legal support services provided by KKR is estimated to be \$170,000 and will be funded with FY 16 Capitol Corridor Reinvestment Program (CCRP) funds with the supporting legal services to be completed in mid-2017; and

RESOLVED, that the CCJPA Board approves a not-to-exceed budget of \$170,000 in FY2016 CCRP funds for legal support services to support the CCJPA in its responses to the Rules and Regulations released by the FRA and STB and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and related agreements for the legal support services.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR ANNUAL PERFORMANCE REPORT (FY 2015-16)

PURPOSE

For the CCJPA Board to review, comment, and adopt the draft Capitol Corridor Annual Performance Report for the reporting period of Federal Fiscal Year (FY) 2015-16 (October 2015 through September 2016).

BACKGROUND

Included in the CCJPA's outreach activities is the development of an annual performance report that presents the basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity is, as measured by standard business performance indicators.

FY 2015-16 was a banner year for the Capitol Corridor in terms of service performance. Records were set for annual ridership, revenues, customer satisfaction, and system/farebox recovery including other notable results:

- Annual ridership of 1.56M and revenues of \$32.1M, increases of 5.8% and 6.7%, respectively compared to FY 15
- Again, the Capitol Corridor captured first place in on-time performance at 94% (tied with the Hiawatha Chicago-Milwaukee route), marking the seventh consecutive year as the most reliable service in the Amtrak system;
- Achieved 89% Highly Satisfied Customer Satisfaction rating; the highest rating ever for the service
- Increased the reduction in fuel consumption to 7% through (1) the repowering all California locomotives with cleaner-burning and more fuel efficient engines and (2) operation of electrical cabinets to power locomotives overnight in San Jose, Sacramento, and the Oakland Maintenance Facility rather than burning diesel fuel.
- The CCJPA received its second award of Cap and Trade Transit/Intercity Rail Capital Program (TIRCP) funds totaling \$8.99 million to finance (1) projects to support the Phase 1 of the Sacramento-Roseville 3rd Track (resulting in two added round trip trains to/from Roseville); (2) additional wayside electrical cabinets at the Oakland Maintenance Facility; and (3) prepare a service optimization plan for the passenger rail services in Northern California that will identify initiatives to increase ridership/revenues and induce cost efficiencies.

This year's annual report (a draft will be sent under separate cover) will be similar to last years' leaner format and focus on notable service statistics and overall performance in FY 2015-16 while also noting that the Capitol Corridor service is entering its 25th year of operation. The CCJPA Board Directors and staff can then use the report to raise the awareness of and present the success of the Capitol Corridor Service to interested parties – elected officials, local communities, chambers of commerce.

Staff is pursuing an aggressive timeline for the completion of the final version of the Annual Performance Report, in order to make it available during the start of the California Legislative Session in mid-January 2017. Comments from the CCJPA Board will be incorporated into a final version. In addition to the Legislature, the document will be used in presentations to local community leaders and other interested parties that are or may be involved in partnership with the CCJPA.

RECOMMENDATION

It is recommended that the CCJPA Board approve and adopt, as revised in conjunction with comments from the CCJPA Board, the Capitol Corridor Annual Performance Report (FY 2015-16).

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Capitol Corridor
Annual Performance Report (FY 2015-16)/

Resolution No. 16-19

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

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

WHEREAS, a draft Report for Federal Fiscal year 2015-16 (“FY 2015-16”) was transmitted to the CCJPA Board and comments received from the CCJPA Board at its November 16, 2016 Meeting will be incorporated into the Final Report; and

WHEREAS, the Final Report will be transmitted by mid-January 2016 to the State legislators and will also be used in presentations to local community leaders and other interested parties in the corridor;

RESOLVED, that the CCJPB does hereby approve the Report for FY 2015-16, substantially in the form presented to this meeting, subject to appropriate policy review;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA and its member agencies to distribute the Report, as revised pursuant to comments received at the November 16, 2016 CCJPA Board Meeting, to interested parties and utilize the Report as an outreach and promotional tool to raise the awareness of the Capitol Corridor Service and develop partnerships with state, regional and local officials.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

Legislative Matters

State Legislative Matters

Special Session on Transportation

While the Legislature is no longer in session, efforts continue to pass the special session legislation [SBX1-1/Beall and ABX1-26/Frazier] that would address the state's transportation funding deficit. Unfortunately, these bills do not include dedicated capital funding for the state's successful intercity passenger rail (IPR) services/program. To that end, the CIPR agencies are working with interested parties to ensure this legislation includes a dedicated state funding source for the CIPR services, including the Capitol Corridor. It is unclear if these legislative proposals will be taken up in the lame duck session (November 9-30, 2016) or if this proposal will be re-introduced in the next 2-year legislative session [2017-2018].

Federal Legislation

FY 2017 Appropriations

Congress passed a short-term Continuing Resolution (CR) to get the federal government funded through December 9, 2016. After the 2016 General Election, Congress will need to reconvene in order to addressing this termination date of the CR. The actions taken by Congress will likely affect the FY 2017 funding for federal rail title programs that could provide funding to benefit the Capitol Corridor:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI): Improve track capacity, add/enhance station facilities, and purchase rolling stock. 50% match required. [Range: \$25 - \$50 million]
- State of Good Repair (SOGR): provide for upgrades and replacement of track infrastructure and equipment. 20% match required [Range: \$25 - \$50 million]
- State Supported Rail Committee (SSRC): support the activities of the committee in implementation and overview of the Sec 209 pricing policy for state-supported Amtrak-operated IPR routes [Range: \$500,000 - \$2 million]

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CONNECTING THE NORTHERN CALIFORNIA MEGAREGION (BAY AREA COUNCIL ECONOMIC INSTITUTE)

PURPOSE:

For the CCJPA Board to receive a presentation by the Bay Area Council Economic Institute (BACEI) regarding a recently completed mega-regional study which was funded partially by the CCJPA and other funding partners

BACKGROUND

BACEI is the leading Northern California think tank focused on the most critical economic and policy issues facing the nine-county Bay Area region. BACEI addresses major factors impacting the competitiveness, economic development and quality of life of the region and the state, including infrastructure, globalization, science and technology, and health policy. It is guided by a Board of Trustees drawn from influential leaders in the corporate, academic, non-profit, and government sectors. BACEI staff were aware of the Vision Plan Update approved by the CCJPA Board in November 2014. The CCJPA's Vision Plan Update aligned strongly with BACEI membership interests to formulate a study examining the economic trends across the Northern California Mega-region. Led by BACEI, CCJPA and other transportation, housing, and business interests across the mega-region (San Joaquin, Sacramento and the Bay Area) supplied a sufficient funding stream to complete an economic analysis of the major economic trends and opportunities across Northern California.

BACEI's work has overlapped with CCJPA's Vision Implementation Plan (VIP) development and serves as a companion to the VIP (see item V.4). The CCJPA staff have invited the BACEI staff to present their findings to the CCJPA Board which will help set a context to the VIP Item V.4.

The report, titled "The Northern California Megaregion: Innovative, Connected, and Growing" can be found on BACEI's report website (<http://www.bayareaeconomy.org/report/the-northern-california-megaregion/>).

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: *VISION IMPLEMENTATION PLAN* ADOPTION

PURPOSE

For the CCJPA Board to adopt the *Vision Implementation Plan*, the second of the three deliverables of the CCJPA's updated *Vision Plan* (adopted November 2014).

BACKGROUND

The CCJPA is poised to adopt the second of the three update phases to the CCJPA Vision Plan Update process. In November 2014 the CCJPA Board approved the initial *Vision Plan Update* document which included short and medium term plans for Capitol Corridor service but was more focused on the long-term plans for the Capitol Corridor service to become faster and more frequent. This initial phase included draft schedules of service showing faster and more frequent service and had some initial ridership projections to assess various alignment options that were carried forward. The initial phase was to test the waters to see if proceeding with more detailed Vision Plan Update phases was warranted. The CCJPA Board supported the next phase which was termed the *Vision Implementation Plan (VIP)* and that is the document that is proposed for adoption per this item. The final update phase is the *Vision Communications Plan (VCP)* which is meant to be the communication plan combining all the *VIP* findings along with a robust ridership modeling effort, financial planning analysis, and economic analysis and that phase is not expected to commence until the first half of 2017 pending approval of the *VIP*. (Note: The initiation of the *VCP* is presented in item V.5 of this agenda.)

The development of the *VIP* extensively involved the input of the CCJPA's Ad Hoc Vision Plan and Service Subcommittee, which provided guidance to CCJPA staff and the consulting team over the course of the nearly two years it took to develop the *VIP*. In its simplest form, the *VIP* is a high level engineering study used to develop incremental capital phasing options designed for implementation over a 40-year period. The core objective was to understand what it took to transform the Capitol Corridor service of today into a much more frequent, higher-speed (up to 125 or 150 mph) mega-regional passenger rail system found in European or Asian countries today – the type that is a feeder/distributor to high-speed rail systems such as the California High Speed Rail system planned to serve San Jose in 2025 and eventually Sacramento.

The *VIP* analysis was conducted on a segmented geographic basis (from south to north) always accompanied by one or more key operational factors (e.g., how speed improvements compare to frequency improvements for cost effectiveness) that also required analysis. Together the segments and focused operational factors would become the subject of the particular Ad Hoc meeting and gradually, over the course of a year and half, the *VIP* over the entire route was vetted with the Ad Hoc Subcommittee. Cost effective and feasible engineering solutions were identified for the entire existing corridor along with potential service extension to/from Salinas.

The ground covered in the development of the *VIP* is extensive and complex. CCJPA staff made themselves available to meet with Board members on an as requested basis to help CCJPA policy makers

understand the layers of complexity and several Board members were debriefed. For all the complexity involved there are several key themes that emerged from the *VIP* process:

- Future service expansion (i.e., additional frequency) along the route appears, in most cases, only cost effective on dedicated passenger tracks either through ownership and/or shared-corridor arrangements.
- Frequency improvements are more valuable than are speed improvements which are not very cost effective on their own. Speed improvements most effective in conjunction with or after frequency improvements.
- Through the analysis, it is clear that there are bundled and ordered arrangements to implementing capital improvements toward the electrified, frequent, and higher-speed buildout goal. This means that barring some strong political will and availability of capital, some segments (and markets) would see frequency and speed improvements well before others.
- Both freight and passenger rail corridors improvements must be considered as equals for investment of publicly provided capital.
- Even though CCJPA is leading this planning effort as an intercity passenger service manager, the development of high-capacity passenger rail routes as per the plan will set up governance and operations discussions for layering in regional rail services along with intercity rail service, consistent with the developing State Rail Plan.

The *VIP* was developed to be a “readable” report (executive summary-style) but supported by extensive technical appendices. The report includes a review of the Vision Plan Update approach, and then dives deeper into the *VIP* engineering/operations analysis. Throughout the development of the *VIP* Report, the CCJPA, working with the consulting staff, have strived to limit the *VIP* to the simple mission it was trying to accomplish which is a future looking engineering/operations analysis. Even as cost estimates for various phasing options are shown, we must emphasize that the *VIP* is not exactly a call to action. It lays out how the Capitol Corridor route may strategically grow as a corridor for expanding passenger rail service but it does not make a justification for making the investment – that must await analysis that will be conducted in the development of the *VCP*.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the *Vision Implementation Plan (VIP)* and make the *VIP* available to the public via the CCJPA website or to partners who request a copy of the plan.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Adopting the
CCJPA’s Vision Implementation Plan/

Resolution No. 16-20

WHEREAS, in November 2014, the Capitol Corridor Joint Powers Authority (CCJPA) Board directed CCJPA staff, with the help of expert consultants, to develop the CCJPA’s Vision Implementation Plan as a second stage in the overall CCJPA Vision Plan Update process; and

WHEREAS, the Vision Plan Ad-Hoc Subcommittee (hereafter “Ad-Hoc Subcommittee”), formed initially for the Vision Plan Update process, continued to review and provide feedback to CCJPA and consultants regarding analysis and findings of the VIP; and

WHEREAS, the VIP report has been developed in accordance with the Ad-Hoc Subcommittee and CCJPA staff direction; and

WHEREAS, the VIP development process included a segmented high level engineering and operations analysis suitable to develop capital phasing priorities; and

WHEREAS, the analysis and findings in the VIP can serve the next phase of the Vision Plan Update process if the CCJPA Board decides to move forward to implement the Vision Communications Plan; and

RESOLVED, that the CCJPA Board does hereby adopt the VIP and direct CCJPA to make the VIP report document available on CCJPA’s website and to public partners as requested.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: *VISION COMMUNICATIONS PLAN* INITIAL BUDGET AUTHORIZATION

PURPOSE

For the CCJPA Board to approve the initiation of the work plan of the *Vision Communications Plan* as the third of three phases of the overall *Vision Plan* Update process, pending the CCJPA Board approval of the second phase product, the *Vision Implementation Plan* (VIP).

BACKGROUND

Pending the adopting of the *Vision Implementation Plan* (VIP) (in Item V.4), the next step in the Vision Plan Update process is the *Vision Communication Plan* (VCP). The initial *Vision Plan Update* (VPU) document focused on the long-term plans for the Capitol Corridor service to become faster and more frequent. It included draft schedules of service showing faster and more frequent service and had some initial ridership projections to assess various alignment options that were carried forward. Based on this initial analysis, the CCJPA Board supported moving into the second phase which was the *Vision Implementation Plan* (VIP). By undertaking a deeper engineering analysis, the VIP eliminated some of the alignment options that were in the VPU phase and also narrowed down the capital investment plan into phased, implementable investments that could be carried out over a time period of up to forty years and included the preliminary costs of such phases. Other than lightly touched in the VPU phase by a rudimentary future ridership estimation, there has been no direct analysis to justify capital investment in the phases as described in the VIP. This final phase, the VCP, is meant to be the 'justification step'.

The VCP can be thought of as being developed in two steps. The end objective is that CCJPA would have a strategically formulated communication plan for discussing and describing the value of the proposed public investments to all constituency types (the public, elected officials, city and regional planners). However, before that step, a robust ridership modeling effort, a financing plan, and economic analysis are required so that CCJPA can convey the value and methods of the strategic investment as described in the VIP.

As a work product, the breadth of scope for developing the diverse VCP elements does not lend itself toward a situation where one engineering or planning consulting team is a lead and may have several other subcontractors. Instead, CCJPA staff are proposing that we obtain the services of a project manager (PM) who would help in the procurement process and manage sourced expertise unique to the scope of the VCP. The first task of the PM is to develop the scope and work program of the VCP. The PM will work with CCJPA staff and the Board's Ad Hoc Vision Plan Subcommittee, which will continue to be the primary policy body to help shape the VCP over the course of its development.

While the development of the VCP will be a product developed by the CCJPA, this effort will involve coordination and collaboration with our service partners, such as the California State Transportation Agency (CalSTA). CCJPA staff and the proposed PM will encourage key entities to provide their input to the VCP process. Staff will ensure that the Ad Hoc Vision Plan Subcommittee included in any such input that requires policy direction affecting the Capitol Corridor service.

Staff is seeking approval for an initial commitment of \$250,000 to support a PM over 18-24 months to develop the *VCP* scope and initiate one or more of the analysis tasks moving forward. Staff has identified funding sources for this initial phase of the *VCP* – a mix of California High Speed Rail Authority blended service planning funds and CCJPA Revenue Credits. Staff will return to the CCJPA Board when the initial procurement is complete and the work program for the *VCP* is ready for approval and authorization.

RECOMMENDATION

The SCG recommends that the CCJPA Board initially fund the *Vision Communication Plan (VCP)* with \$250,000 with the intent to secure a Project Manager to develop the *VCP* scope and initiate the tasks in the scope and authorize the CCJPA Executive Director or her designee to execute the necessary funding and related agreements.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing the
Initial Budget Authorization for the
CCJPA’s Vision Communications Plan/

Resolution No. 16-21

WHEREAS, the Capitol Corridor Joint Powers Authority (CCJPA) Board has adopted two of the three Vision Plan Update elements, the *Vision Plan Update (VPU)* and the *Vision Implementation Plan (VIP)* with the *Vision Communications Plan (VCP)* being the remaining element to be developed; and

WHEREAS, the Vision Plan Ad-Hoc Subcommittee (hereafter “Ad-Hoc Subcommittee”), formed initially for the Vision Plan Update process, should continue to review and provide feedback to CCJPA and consultants regarding the *VCP*; and

WHEREAS, the *VCP* work product would best be led by a Project Manager (PM) that can be obtained to assist CCJPA staff to develop the scope of the *VCP* and carry forward the analysis tasks of the *VCP*; and

WHEREAS, the *VCP* will be developed in two steps with the first step conducting additional analysis, which includes developing an applicable ridership model, conducting an analysis of the economic benefits of the VIP directed implementation, and developing a financing plan, with the second step developing a communication plan to communicate the full breadth of the Vision Plan Update process to a variety of constituencies; and

WHEREAS, the CCJPA will develop partnerships to assist in the analysis specific to the *VCP* elements; and

WHEREAS, CCJPA has an initial \$250,000 in a variety of funding sources to support the initial development of the *VCP* and will continue to direct CCJPA staff to identify and secure funding to support the remainder of the *VCP* as it gets scoped and developed; and

RESOLVED, that the CCJPA Board does hereby authorize the initial use of up to \$250,000 to secure the services of CCJPA’s On-Call Engineering Contractor for a PM to help scope, develop, and implement the *VCP*.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 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. The table on the next page provides the latest update on the projects that are underway by the CCJPA and others along the Capitol Corridor. [NOTE: The table does NOT include any information for projects for which no funding has been secured.]

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.

RECOMMENDATION

For information and discussion.

LISTING OF ACTIVE CCJPA or CCJPA PARTNER LED CAPITAL PROJECTS (November 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 |
| 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 |
| Sacramento - Roseville Third Main Track Phase I | Construct first phase of third main track plus Roseville station and layover track improvements in order to increase service frequency between Sacramento and Roseville. | \$ 78,700,000 | Dec-19 |
| Oakland Maintenance Facility Wayside Power Installation | Construct two wayside power installations in the Oakland Maintenance Facility in order to reduce emissions, save fuel, and meet requirements of new Charger locomotives | \$ 800,000 | Aug-18 |
| | | CCJPA LED PROJECT TOTAL | \$ 105,367,000 |
| 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 2021/2022 |
| 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 |
| Northern California Service Optimization Plan | Review review operating plans and equipment fleet assignments; identify service delivery alternatives that would increase ridership/revenues and maximize operating efficiencies | \$ 400,000 | Mar-19 |
| | | CCJPA PARTNER LED PROJECT TOTAL | \$ 94,360,000 |
| * 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. | | | |



Date: November 10, 2016
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – November 2016

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (November 16, 2016 Meeting)

PURPOSE

To provide a report on work completed up to the November 16, 2016 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. CCJPA/Amtrak FY2017 Operating Agreement. With the receipt of the allocation letter of FY 17 funds from CalSTA and pursuant to CCJPA Board Resolution 16-12 (adopted September 21, 2016), staff and Amtrak have completed the final review of the FY2016 CCJPA/Amtrak Operating Agreement, which is being circulated for execution by the parties.
- b. State Rail Safety Month (September 2016). As part of this year's California Rail Safety month, on September 28, the CCJPA joined Union Pacific, Amtrak and local law enforcement agencies on a safety train that traveled between the Richmond and Martinez stations from the train, there were sites along the right of way that needed fencing repairs and upgrades and local enforcement was stationed at numerous crossings to make citations and keep trespassers off the tracks. The next safety train is planned to be in January 2017.
- c. Marketing and Communications Activities (September – October 2016): The following work has been completed as part of the CCJPA's FY2016-17 Marketing and Communications Programs:
 - Advertising:
 - Continuing with social media boosted posts, and advertising via our partners
 - Publications and Promotions:
 - New Café Car Menus printed and installed on board
 - Cal Football – marketing partnership in progress
 - Levi's Stadium/49ers – adjusted train schedule to meet fans attending later games
 - Oakland Raiders – Radio Promotion with KHTK in Sacramento area in progress.
 - Eat Real Festival, Oakland Jack London
 - Participated in Sacramento's Gold Rush Days
 - Events/Media Relations/Customer Communications
 - Developer page established on website, to share schedule and other data with the public
 - Docks to Delta Podcast now available on website
 - 25th Anniversary planning underway

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 8, 2016

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (November 16, 2016 Meeting)

PURPOSE

To provide an update on work in progress up to the November 16, 2015 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Oakland-San Jose Phase 2 Project. The engineering and environmental consultants are nearing completion of the initial environmental investigations for the Newark-Albrae and Great America double track segments. 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. Station Signage and Platform Safety Upgrades. The CCJPA has begun the procurement process with BART to construct improved informational signage at selected Capitol Corridor stations. These glass-front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting. CCJPA has contracted with Amtrak to install security cameras at the Auburn, Rocklin, Roseville and Suisun stations. Separately, CCJPA has contracted with Amtrak to install lighting and a standby power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of December 2017.
- c. CCJPA Bike Access Program. Installations of eLockers at six of the eleven stations are scheduled to commence in November and December 2016, pending vendor inventory availability. Other stations are in various stages of obtaining agreements or preparation for eLockers but will follow as soon as feasible. CCJPA received one response for on-train parking reconfiguration and are evaluating the proposal but will likely engage with the vendor to try to densify and increase the ease of on-train bicycle parking. Folding bicycle rental delivery partners are meeting to see if a partnership can form which would then allow CCJPA to procure these services in the near term.
- d. On-Board Information System (OBIS) Project. CCJPA, Caltrans, and Amtrak staff have been working with the procured vendor, Nomad Digital, to advance the project through the complex project design stages through to implementation. Amtrak is working internally on the development of business rules and procedures that will govern the operations of OBIS. Prototype installation will occur on a train consist on the Capitol Corridor route and the schedule for deployment and testing is to have this complete by July 2017. When testing the prototype is complete, roughly 18 months will be required for complete fleet installation. The December 6, 2016 25th Anniversary of the Capitol Corridor will include an off-train mock-up of OBIS for the attendees to observe.
- e. Richmond Station Platform Improvements. The CCJPA has engaged an engineering consultant to help design the proposed installation of the Flashing Beacon Signal and Parking Validation Machine at the

Richmond station. This project is being advanced in close coordination with BART Engineering, and will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains and also allow Capitol Corridor passengers to pay for parking in the BART parking garage using a Clipper Card.

- f. Positive Train Control Update. The Union Pacific Railroad has continued to advance PTC implementation on their system. The Union Pacific’s testing of the PTC system now includes the Los Angeles area as well as the Northern California area. The testing includes only select Union Pacific trains, and at this time does not include any operating partners such as Amtrak, Capitol Corridor or ACE. 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; however certain radio hardware is subject to a manufacturer’s recall and is being returned for retrofit. Some software installation and programming remains, and will be completed prior to beginning testing of the PTC system. Lastly, Amtrak is continuing with its installation of a Back Office Server that will communicate the location of Amtrak-operates trains from this server to the host railroad dispatch centers. Taken together, the testing for the implementation of PTC for the Capitol Corridor will likely begin in mid-2017. Caltrain has begun testing their PTC system known as CBOSS, but they have not yet extended their testing to any other operating partners.

- g. Proposed Extension of Capitol Corridor Trains to Salinas. The Transportation Agency for Monterey County is continuing development of the Salinas extension project, including acquiring property and accelerating designs for station area improvements. CCJPA staff is assisting in the design process and is the lead on discussions with Union Pacific and Caltrain regarding track rights and station stops. Staff is coordinating on finding a date for the proposed train tour to Salinas for Board members.

- h. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA’s FY2016-17 Marketing Programs:

- Advertising:
 - In final stages of preparing RFP to procure new advertising agency on new creative messaging, look/feel, and FY17 advertising plan to feature the Friends/Family 50% offer and other seasonal offers TBD.
- Publications and Promotions:
 - Holiday Ice Rinks in Sacramento and San Jose
 - 2016 Annual Performance Report in progress
 - Finalizing Café Car menu brochure which will introduce a beverage menu that includes cocktails
 - Renewing Group Travel fares order and other recurring offers
- Events/Media Relations/Customer Communications
 - Lion King theater show promotion in progress – includes train wrap, window decals, social media ticket giveaway and co-promotion efforts
 - “Outside My Window” photo contest nearing completion. Passengers were asked to submit photos of scenery for a chance to win Tahoe and Truckee-centered prizes
 - 25th Anniversary Planning underway – held interviews with stakeholders and passengers to share memories of Capitol Corridor—these will be part of a video shown at the event and future social media posts
 - Thanksgiving Holiday Service – communications in progress

RECOMMENDATION

For information only.