



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday February 15, 2017

10:00 a.m.

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

A simultaneous teleconference call will take place at:

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

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
 - 1. Minutes of the November 16, 2016 Meeting
 - 2. CalOES FY 16-17 Safety/Security Project Program
 - 3. CCJPA 2017 Capitalized Maintenance Track Improvement Program
 - 4. CCJPA 2017 Right-of-Way Fencing and Security Improvements
 - 5. City of Roseville/CCJPA Memorandum of Understanding
- V. Action and Discussion Items
 - 1. CLOSED SESSION: Conference with Legal Counsel - Existing Litigation *Action*
 - Capitol Corridor Joint Powers Authority, Petition for Reconsideration of *System Safety Programs (SSP)* Final Rule, Docket No. FRA-2011-0060 (filed Oct. 3, 2016) (Pending Decision)
 - *Capitol Corridor Joint Powers Authority v. Federal Railroad Administration*, Case No. 16-1355 (D.C. Cir. filed Oct 7, 2016), related to FRA's Guidance for State Sponsors of Passenger Rail Service. (Pending Briefing)
 - Capitol Corridor Joint Powers Authority, Petition for Reconsideration of *Dispute Resolution Procedures under the Fixing America's Surface Transportation Act of 2015*, STB Docket No. EP-734 (filed Dec. 19, 2016) (Pending Decision)
 - 2. Business Plan Update (FY 2017/18 – FY 2018/19) *Action**
 - 3. Legislative Matters/Governor's Draft FY 17/18 Budget *Action*
 - 4. Capitol Corridor Vision Communications Plan *Action*
 - 5. CCJPA Alternative Fuels Pilot Program for Capitol Corridor Trains *Action*
 - 6. Managing Director's Report *Info*
 - 7. Work Completed *Info*
 - a. Capitol Corridor Annual Performance Report (FY 2016)
 - b. CCJPA Annual Independent Audit (FY16)
 - c. Marketing Activities (November 2016 – January 2017)
 - 8. Work in Progress *Info*
 - a. Oakland – San Jose Phase 2 Project
 - b. Sacramento-Roseville 3rd Track Project
 - c. Positive Train Control Update
 - d. Station Signage and Platform Safety Upgrades
 - e. Richmond Station Platform Improvements
 - f. Capitol Corridor Station Bicycle eLocker Project
 - g. On-Board Information System Project
 - h. Proposed Extension of Capitol Corridor Trains to Salinas
 - i. Upcoming Marketing Activities
- VI. Board Member Reports
- VII. Public Comments
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., April 19, 2017, at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

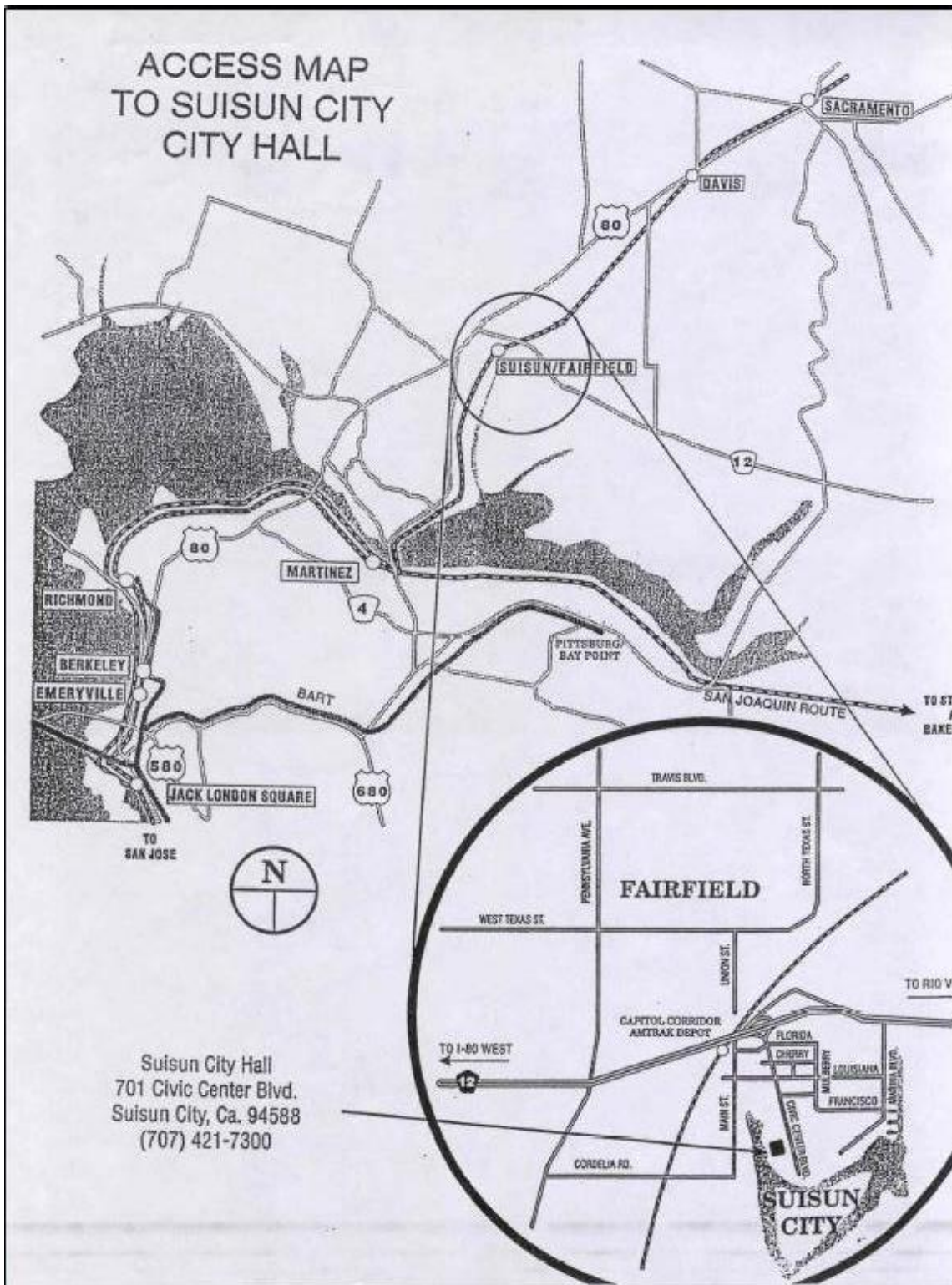
Notes:

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.

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

MAP DIRECTIONS TO SUISUN CITY HALL



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors
 Minutes of the 103rd Meeting
 November 16, 2016

The 103rd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, November 16, 2016, via simultaneous teleconference at Santa Clara Valley Transportation Authority, Building B, 3331 North First Street, San Jose, California; BART Administrative Building, 300 Lakeside Drive, Room 2301, Oakland, 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 10:01 a.m.

II. Roll Call and Pledge of Allegiance. Directors present in San Jose: Chair Gail Murray, San Francisco Bay Area Rapid Transit District (BART); Steve Miller, Sacramento Regional Transit District (SRTD); Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Susan Rohan, PCTPA; Lucas Frerichs, Yolo County Transportation District (YCTD); Don Saylor, YCTD; Robert Raburn, BART; and Jeff Harris, SRTD (Alternate for Director Serna).

Directors present in Oakland: Rebecca Saltzman, BART

Directors present in San Francisco: None.

Absent: Directors Phil Serna, SRTD (Alternate in stead); Zakhary Mallett, BART; Tom Radulovich, BART; Jim Spring, Solano Transportation Authority (STA); and Jack Batchelor, STA.

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

III. Report of the Chair. Chair Murray thanked the Santa Clara Valley Transportation Authority for hosting the meeting. Chair Murray reported on progress on the FY16 Annual Performance Report; noted representatives of the Bay Area Council Economic Institute would provide an overview of the Institute's study entitled "The Northern California Megaregion: Innovative, Connected and Growing"; and advised the Board would be considering the final Vision Implementation Plan by the CCJPA Ad Hoc and Service Planning Committee for approval.

Director Peralez entered the meeting in San Jose.

Director Josefowitz entered the meeting in San Francisco.

1. Election of Chair and Vice Chair (2-Year Term: 2017-18). Chair Murray brought the matter of the Election of the Chair and Vice Chair before the Board for consideration.

Director Holmes moved the election of Vice Chair Lucas Frerichs to be the Chair of the Capitol Corridor Joint Powers Board and Director Rebecca Saltzman to be the Vice Chair for the 2017 through 2018 two-year term. Chair Murray seconded the motion, which passed by unanimous roll call vote. Ayes: 11 – Directors Murray, Miller, Holmes, Rohan, Frerichs, Saylor, Peralez, Josefowitz, Raburn, Saltzman and Harris. Noes: 0. Abstain: 0. Absent: 5 – Directors Carrasco, Mallett, Radulovich, Spring, and Batchelor.

Chair Murray introduced Nuria Fernandez, General Manager, VTA. Ms. Fernandez welcomed the Board and shared a few remarks regarding the recent Authority achievements and upcoming milestones.

IV. Consent Calendar. Chair Murray introduced the Consent Calendar. Director Raburn moved adoption of Item IV.1. Minutes of the September 21, 2016 Meeting; Item IV.2. CCJPA Board 2017 Meeting Schedule; Item IV.3. Resolution No. 16-17, In the Matter of Approving the Revised Budget for the Development of the Vision Implementation Plan; and Item No. IV.4. Resolution No. 16-18, In the Matter of Approving Funding for Legal Support Services to Support the CCJPA Response to Federal Rules and Regulations. Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 11 – Directors Murray, Miller, Holmes, Rohan, Frerichs, Saylor, Peralez, Josefowitz, Raburn, Saltzman and Harris. Noes: 0. Abstain: 0. Absent: 5 – Directors Carrasco, Mallett, Radulovich, Spring, and Batchelor.

V. Action and Discussion Items.

1. **Capitol Corridor Annual Performance Report (FY2016).** Mr. David Kutrosky, Managing Director, presented the draft Capitol Corridor Annual Performance Report for review, comment and recommended adoption. The item was discussed.

Director Carrasco entered the meeting in San Jose.

Director Raburn moved adoption of Resolution No. 16-19, In the Matter of Approving the Capitol Corridor Annual Performance Report (FY2015-16). Director Miller seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Murray, Miller, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Raburn, Saltzman and Harris. Noes: 0. Abstain: 0. Absent: 4 – Directors Mallett, Radulovich, Spering, and Batchelor.

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

Mr. Mike Barnbaum, in San Jose, addressed the Board.

3. **Connecting the Northern California Megaregion (by the Bay Area Council Economic Institute).** Mr. Kutrosky introduced Jeff Bellisario, Vice President, Bay Area Economic Institute, who presented a recently completed megaregion study, partially funded by the CCJPA. The item was discussed.

Mr. Mike Barnbaum, in San Jose, addressed the Board.

4. **Vision Implementation Plan.** Mr. Kutrosky introduced Jim Allison, Planning Manager, to review the Vision Implementation Plan, the second of three deliverables for the CCJPA's Vision Plan update (adopted November 2014). The item was discussed.

Ms. Christina Watson, Transportation Agency for Monterey County, and Mr. Don Reynolds, Deputy Public Works Director, City of Salinas, in San Jose, addressed the Board on items No. 4 and No. 9.h. Work in Progress - Proposed Extension of Capitol Corridor Trains to Salinas.

Director Raburn moved adoption of Resolution No. 16-20, In the Matter of CCJPA's Vision Implementation Plan, as amended. Director Saylor seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Murray, Miller, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Raburn, Saltzman and Harris. Noes: 0. Abstain: 0. Absent: 4 – Directors Mallett, Radulovich, Spering, and Batchelor.

5. **Vision Communications Plan – Initial Budget Authorization.** Mr. Kutrosky requested Board approval of the initiation of the work plan for the Vision Communications Plan, the third of three phases of the overall Vision Plan update. The item was discussed.

Director Holmes moved adoption of Resolution No. 16-21, In the Matter of Authorizing the Initial Budget Authorization for the CCJPA's Vision Communications Plan. Director Raburn seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Murray, Miller, Holmes, Rohan, Frerichs, Saylor, Carrasco, Peralez, Josefowitz, Raburn, Saltzman and Harris. Noes: 0. Abstain: 0. Absent: 4 – Directors Mallett, Radulovich, Spering, and Batchelor.

6. **Quarterly Status Report: Programmed Capital Projects and New Rail Vehicles.** Mr. Kutrosky provided an update on the Capital Program including infrastructure projects and the delivery of new rail vehicles for Capitol Corridor service. The item was discussed.

7. **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.

8. **Work Completed and 9. Work in Progress.** Chair Murray invited questions or comments from the Board on Items 8 and 9. None were received.

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

Vice Chair Frerichs and the Board of Directors recognized Chair Murray, upon the occasion of her last meeting as Chair and as a member of the Board of Directors of the Capitol Corridor Joint Powers Authority. Chair Murray shared remarks and expressed her appreciation.

VII. Public Comments. Chair Murray invited comment from the public. None were received.

VIII. Adjournment. The Meeting adjourned at 11:58 a.m. Next Meeting Date: 10:00 a.m., February 15, 2017, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the November 16, 2016 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CalOES FY 16-17 TRANSIT SAFETY/SECURITY PROJECT PROGRAM

PURPOSE

For the CCJPA Board to adopt the recommended CCJPA project list for the CalEOS FY 16-17 Transit Safety/Security Project Program.

BACKGROUND

Each year for the 10-year term of the Proposition 1B, bond funds are administered by the California Office of Emergency Services (CalOES) for the Transit Safety/Security program. For this final year of the program, the CCJPA is eligible to receive an amount of \$1.547 million. The CCJPA is required to propose the projects to CalOES to receive these funds for the fiscal year for which funds are programmed. For FY 16-17, the CCJPA is nominating the following two projects to be funded using the \$1,547,520 available:

- Project 1: Facility and Wayside/Operational Safety Improvement Projects (\$747,529)
- Project 2: On-Board Information System (\$799,991)

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

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

The timeframe for using these annual Prop 1B funds has been a very narrow window. Often times, the CCJPA and its project partners have difficulties meeting this restricted CalOES timelines. As provided in prior authorizations from the CCJPA Board, staff is seeking the flexibility to allow project funding shares to shift between the adopted projects between current and prior fiscal years in order to meet CalOES funding expiration requirements.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the list of projects for inclusion in the CalEOS FY 16-17 Transit Safety/Security Project Program and authorizes the flexibility to adjust the allocation of such funding among the approved projects in order to meet CalOES fund expenditure requirements.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Providing Authorization to Obtain FY 16-17 Funds
From the State of California Office of Emergency Management Services Resolution No. 17-01

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

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

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

WHEREAS, CCJPA has developed a list of eligible projects for the Capitol Corridor for its share of FY 16-17 State appropriations of \$1,547,520 from CalOES listed below:

- Facility and Wayside/Operational Safety Improvement Project (\$747,529) and
- On-Board Information System (\$799,991)

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

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

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

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David Kutrosky
Managing Director, CCJPA

SUBJECT: CCJPA 2017 CAPITALIZED MAINTENANCE TRACK IMPROVEMENT PROGRAM

PURPOSE

For the CCJPA Board to authorize \$1.0M in the FY 16/17 State Transportation Improvement Program - Interregional Improvement Program (STIP-IIP) funds towards the CCJPA 2017 Capitalized Maintenance Track Improvement Program.

BACKGROUND

The Capitol Corridor has for the past 10 years invested in improving the tracks, signals, and structures that carry the Capitol Corridor trains. This Capitalized Maintenance program has been credited as an important factor in the safety, passenger ride comfort, and stellar on-time performance of the Capitol Corridor trains. In October 2014 the California Transportation Commission (CTC) programmed \$1.0M per year to the CCJPA under the STIP-ITIP program for the purpose of continuing the CCJPA's Capitalized Maintenance Track Improvement Program.

In consultation with the CCJPA Staff Coordinating Group (SCG), the CCJPA has developed a program of track infrastructure upgrades with Union Pacific Railroad based on the allocation of \$1 million of STIP-IIP from the CTC that would continue the CCJPA Capitalized Maintenance Track Improvement Program. This capital work, if funded, would allow CCJPA to continue its partnership with UPRR for the on-going track improvement program. Projects for this allocation will fund the continuing night-time surfacing work gang that keeps the tracks in a state of good repair plus other improvements to the UPRR infrastructure including but not limited to track switches and signaling equipment.

This program has made an important contribution towards the stellar on-time performance of Capitol Corridor trains. This is a critical element of encouraging ridership, growing revenue and improving customer satisfaction.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of \$1,000,000 for the CCJPA 2017 Capitalized Maintenance Track Improvement Program and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for the allocation of the STIP-IIP funds that will advance the implementation of the 2017 CCJPA Capitalized Maintenance Track Improvement Program.

Motion: The CCJPA adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Approving the
State Transportation Improvement Program – Interregional Improvement
Program (STIP-ITIP) funds to the Capitol Corridor
2017 Capitalized Maintenance Track Improvement Program/

Resolution No. 17-02

WHEREAS, at its October 2014 meeting, the California Transportation Commission (“CTC”) approved an annual program of \$1.0 million in State Transportation Improvement Program - Interregional Improvement Program (STIP-ITIP) funds to the CCJPA for the Capitalized Maintenance Track Improvement Program; and

WHEREAS, good on-time-performance of Capitol Corridor trains is a critical element of encouraging ridership, growing revenue and improving customer satisfaction; and

WHEREAS, to date the CCJPA Capitalized Maintenance Track Improvement Program has made an important contribution towards the stellar on-time performance of Capitol Corridor trains; and

WHEREAS, the allocation of these funds will allow for the continued Union Pacific Railroad (“UPRR”) night-time surfacing work gang that keeps the tracks in a state of good repair and other improvements to the UPRR infrastructure including but not limited to track switches and signaling equipment.

RESOLVED, that the CCJPA does hereby approve a budget of \$1,000,000 for the CCJPA 2017 Capitalized Maintenance Track Improvement Program and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for the allocation of the STIP-IIP funds that will advance the implementation of this program;

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

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA 2017 RIGHT-OF-WAY FENCING AND SECURITY IMPROVEMENTS

PURPOSE

For the CCJPA Board to approve the installation of right-of-way security fencing and improvements to reduce trespasser access.

BACKGROUND

The CCJPA has experienced a significant increase in trespasser activity in many areas along the Capitol Corridor route. This has resulted in injuries and fatalities to trespassers, psychological toll to employees and others, delays to trains and additional costs to the service. Separately, the CCJPA has pursued education and enforcement activities to dissuade the public from trespassing on the tracks. Experience has shown, however, that fencing and other security improvements are the most effective way to keep people off the tracks. The Union Pacific has developed a program of security improvements to reduce trespasser access, including:

- Expanded metal security fencing
- Rip rap or other similar ground cover material
- Security pipe gates

These improvements will be applied at selected locations, where conditions warrant, throughout the Capitol Corridor route. The estimated cost of these improvements is \$600,000.

Staff has identified \$600,000 in funds to cover these security improvements from the following sources:

- FY 15 Capitol Corridor Reinvestment (CCRP) Funds: \$286,000
- FY 15 Minor Capital Improvement Funds: \$314,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$600,000 to install security fencing and other improvements, 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
CCJPA 2017 Right-Of-Way Fencing and Security Improvements /

Resolution No. 17-03

WHEREAS, the Capitol Corridor Joint Powers Authority has experienced a significant increase in trespasser activity in many areas along the Capitol Corridor route; and

WHEREAS, trespassers accessing the right-of-way represent a danger to themselves and to the Capitol Corridor service; and

WHEREAS, a program has been developed to improve right-of-way security using fences and other related improvements; and

WHEREAS, Staff has identified \$600,000 from a mixture of FY 15 Capitol Corridor Reinvestment (CCRP) Funds and FY 15 Minor Capital Improvement (MCIP) Funds to fund proposed improvements along the Capitol Corridor Route (“Project”); and therefore be it

RESOLVED, that the CCJPB does hereby approve a budget of \$600,000 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 Union Pacific Railroad and Caltrans Division of Rail.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 20%; margin: 0 auto;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CITY OF ROSEVILLE/CCJPA MEMORANDUM OF UNDERSTANDING

PURPOSE

For the CCJPA Board to adopt the City of Roseville and CCJPA Memorandum of Understanding concerning the implementation of the Sacramento to Roseville Third Mainline Track Project (SR3T) in the Roseville station area.

BACKGROUND

When the CCJPA Board adopted the SR3T Environmental Impact Report (EIR) the additional service was identified to bring more riders to the Roseville station – precisely the purpose of a service expansion. The City will strive to facilitate greater transit, pedestrian, and bicycle access to the station, but there would be added parking demand that cannot be accommodated on the existing parking lot. Lack of suitable nearby parking would cause localized traffic circulation impacts as people drive searching for a suitable place to park further and further away from the station prior to boarding the Capitol Corridor train. To mitigate those impacts, the EIR included Mitigation Measure TRA-3 prohibiting said service expansion until sufficient all-day and multi-day parking supply (within a 5-minute walk) and vehicle circulation is available. Mitigation Measure TRA-3 states that a sufficiency of parking and access shall be determined based on a project-level parking and circulation study approved by CCJPA and the City, and funded by CCJPA. The City of Roseville and CCJPA staff recognize the need for a collaborative effort to secure the funding necessary for construction of land-side facilities, and that the City will act as Lead Agency for construction of the land-side facilities. To aid that collaborative effort, the City and the CCJPA staff have jointly developed a Memorandum of Understanding (MOU), which outlines the collaborative process used to identify, fund, and construct the land-side facilities. The Roseville City Council has already adopted the MOU and the proposed action is to have CCJPA Board adopt the attached MOU which has been reviewed by CCJPA legal counsel.

For the implementation of Phase 1 of the SR3T project, with the two additional trains, a parking analysis has shown that there is sufficient existing parking in the parking lot and immediate area. Once in use, if parking demand does exceed the supply, the City has identified other parking area lease options from a nearby church parking lot that could handle any required overflow. The adoption of the MOU will primarily play a role in seeking parking accommodation for expansion beyond the Phase 1 SR3T project.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the City of Roseville and CCJPA MOU that was a product of the CCJPA's adoption of the environmental documents relating to the Sacramento-Roseville 3rd Track Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Memorandum of Understanding
Between the City of Roseville and the CCJPA
Relating to the Implementation of the Sacramento to Roseville 3rd Track Project / Resolution No. 17-04

WHEREAS, the Capitol Corridor Joint Powers Authority adopted an Environmental Impact Report (EIR) for the Sacramento to Roseville 3rd Mainline Track (SR3T) in November 2015; and

WHEREAS, Mitigation Measure TRA-3 of the SR3T EIR required CCJPA to work with the City of Roseville to provide sufficient parking based on the level of additional ridership expected by service increases; and

WHEREAS, phase one of the SR3T project is not expected to require additional parking be provided whereas additional service beyond an initial two additional round trips will likely require new parking creation; and

WHEREAS, the CCJPA and Roseville staff, including their respective legal representatives have agreed to language in a Memorandum of Understanding (MOU) to facilitate compliance with Mitigation Measure TRA-3; and therefore be it

RESOLVED, that the CCJPB does hereby approve CCJPA staff to enter a MOU with the City of Roseville for the purposes of compliance with Mitigation Measure TRA-3 of the SR3T EIR.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to the City of Roseville and Placer County Transportation Planning Authority.

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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:** February 8, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

The CCJPA Board will adjourn into a Closed Session for the following matters:

- Capitol Corridor Joint Powers Authority, Petition for Reconsideration of *System Safety Programs (SSP)* Final Rule, Docket No. FRA-2011-0060 (filed Oct. 3, 2016) (Pending Decision)
- *Capitol Corridor Joint Powers Authority v. Federal Railroad Administration*, Case No. 16-1355 (D.C. Cir. filed Oct 7, 2016), related to FRA's Guidance for State Sponsors of Passenger Rail Service. (Pending Briefing)
- Capitol Corridor Joint Powers Authority, Petition for Reconsideration of *Dispute Resolution Procedures under the Fixing America's Surface Transportation Act of 2015*, STB Docket No. EP-734 (filed Dec. 19, 2016) (Pending Decision)

At the end of the Closed Session, the CCJPA Board will reconvene in Open Session with a report on the Closed Session, as required.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CCJPA FY 2017-18 – FY 2018-19 BUSINESS PLAN UPDATE

PURPOSE

For the CCJPA Board to approve the CCJPA FY 2017-18 – FY 2018-19 Business Plan Update (February 2017).

BACKGROUND

The Draft FY 2017-18 – FY 2018-19 Business Plan Update was released for public review on January 13, 2017. Public workshops for the Business Plan Update were held January 23-27. Comments received during the public review process, and any input, as appropriate, has been incorporated in the document. (A compilation of comments from the public and from the workshops were sent under separate cover.) Upon approval by the CCJPA Board, the revised business plan update will be finalized and submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1, 2017, in accordance with the CCJPA's enabling legislation.

In summary, this Business Plan Update (sent under separate cover) calls for continuing the current service plan (30 weekday and 22 weekend trains); provides a capital program that is consistent with the CCJPA *Vision Implementation Plan* (adopted November 2016) and conforms with the updated guidelines from CalSTA for the receipt of the Cap and Trade Transit/Intercity Rail Capital Grant Program (TIRCP) funds to support the CCJPA's service expansion plans to Roseville and San Jose/Salinas; and continues last year's technology-based marketing and communications program to raise the awareness of the Capitol Corridor "brand" as a viable transport alternative in Northern California.

The CCJPA's funding request in the Business Plan for FY 17-18 is a slight increase of +0.1% [+\$22,000] compared to the CCJPA's FY 16-17 budget due to projected flattening in ridership/revenue growth which cannot offset increases labor costs and higher insurance premiums.

The Business Plan Update focuses on minimizing operating expenses through energy efficiencies while providing high quality customer service satisfaction and maintaining a high on-time performance for the Capitol Corridor trains through the reduction of enroute delay minutes. The CCJPA will continue to be engaged with Union Pacific Railroad (UPRR) and Amtrak to expeditiously address areas where services dips below agreed-to service standards including, but not limited to, customer satisfaction, delay-minutes, on-time performance.

As presented in Section 3 of the Business Plan Update ("Operating Plan and Strategies"), the operating budgets for FY 17-18 and FY 18-19 were developed using historical operating costs and service data/metrics and represent the best estimates available to the CCJPA. Once Amtrak provides its final estimates (operating expenses, ridership and revenues) for FY 2017-18 in late Spring 2017, staff will update the budget as necessary and then will forward to CalSTA. This budget update and any other changes will be included in the FY 2018 CCJPA/Amtrak operating contract (effective October 1, 2017), which will be presented to the CCJPA Board for adoption at its September 20, 2017 meeting.

RECOMMENDATION

It is recommended that the CCJPA Board approve the CCJPA FY 2017-18 – FY 2018-19 Business Plan Update and submit a copy of the Business Plan Update to the Secretary of CalSTA. (Approval of the Business Plan Update requires an affirmative vote of at least two-thirds (11) of the appointed members.)

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the State Fiscal Year 2017-18 – FY 2018-19
Business Plan Update for the Capitol Corridor Service
For the Capitol Corridor Joint Powers Authority /

Resolution No. 17-05

WHEREAS, the CCJPA staff have prepared a Draft FY 2017-18 – FY 2018-19 Business Plan Update (“Business Plan Update”), held a series of public workshops to solicit input from between January 23-27, and received comments, which, as appropriate, were incorporated into the draft document; and

WHEREAS, the Business Plan Update reflects a weekday train schedule of 30 weekday trains and 22 weekend trains, and outlines a capital funding strategy to advance the CCJPA’s Capital Improvement Program (CIP) that includes the CCJPA’s pursuit of the Cap and Trade Transit/Intercity Rail Capital Program administered by the California State Transportation Agency (CalSTA), which will assist in financing the capital projects necessary to support the CCJPA’s service expansion plans to Roseville and San Jose/Salinas, and builds upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor “brand”; and

WHEREAS, the CCJPA Board acting for and on behalf of the Capitol Corridor Joint Powers Authority has prepared for the CalSTA a Business Plan Update for the Capitol Corridor Service for State FY 2017-18 – FY 2018-19 in the form appended hereto; and

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

RESOLVED, that the CCJPA Board does hereby approve and adopt the FY 2017-18 – FY 2018-19 Business Plan Update for the Capitol Corridor Service.

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

#

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

State Legislative Matters

FY 17-18 Draft State Budget

On January 10, 2017, Governor Brown released his draft budget for FY 16-17, which continues a focus on keeping operational costs flat, maintaining the state's Rainy Day Fund in anticipation of an economic downturn for the state, and supporting limited one-time strategic investments. Aligning with the investment policy, the Governor's budget proposal addresses the state's transportation infrastructure crisis, which would invest up to \$40 billion in transportation over the next 10 years. As a backdrop, in 2016, the Legislature convened, at the Governor's request, a conference committee as part of the transportation special session, with directions to invest new revenues on: "fix it first" initiatives/projects to repair local roads and state highways and bridges; trade corridors that will increase economic growth; matching funds for high priority transportation projects; and directing investments for passenger rail and public transit modernization and improvements. Last year's 2015-2016 legislative session failed to reach agreement on the necessary levels of funding to address the state's transportation financing deficit.

Specifically, the Governor's proposed FY 17/18 transportation funding package [\$4.2 billion/year] includes:

- Road Improvement Charge – \$2.1 billion from a new \$65 fee on all vehicles, including hybrids and electrics;
- Stabilize Gasoline Excise Tax – \$1.1 billion per year by setting excise tax on gas at 21.5 cents/gal by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents, eliminating the current annual adjustments, and adjusting the tax annually for inflation;
- Diesel Excise Tax – \$425 million from an 11-cent increase in the diesel excise tax beginning in 2017-18, adjusted annually for inflation that would be directed for trade corridor/goods movement projects;
- Cap and Trade – An injection of \$400 million in Cap and Trade Revenues to TIRCP plus a supplemental \$256 million redirected from a loan repayment

These funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system.

1. *Cap and Trade Transit Intercity Rail Capital Program (TIRCP)* – The proposed budget for TIRCP initially maintains the continuously-appropriated funds from the Cap and Trade auction proceeds plus some supplemental funds from debt repayment for a total of \$400 million. The CCJPA is an eligible applicant for these funds and has been successful in the two prior awards of TIRCP funds.
2. *CA Intercity Passenger Rail Operating Budget* - The Governor's Draft FY 16-17 Budget provides the same amount of funding (\$131 million) as the enacted FY 15-16 budget for the operating support of the

operation on the three intercity passenger rail routes (San Joaquin, Pacific Surfliner and Capitol Corridor), which includes the new 7th San Joaquin round trip train that was added last year. The Governor's draft budget may be updated as part of the May Revision based on Amtrak's submittal of final FY 17-18 operating (and ridership and revenue) estimates which are due in late Spring 2017.

State Legislation

SB 1 (Beall) –Transportation Funding

[CCJPA POSITION- SUPPORT IN CONCEPT]

At the start of the 2017-2018 California state legislative session, Senator Beall introduced Senate Bill 1, which lays out a diverse portfolio of taxes and fees to produce approximately \$6 billion per year to address the state's public transportation financing deficit.

- 12 cents/gal. tax increase on gas, phased in over 3 years, and establishes swap-based excise tax on gas at 17 cents/gal. (generating approx. \$2.9 billion by year 5) that would go local street and highway maintenance and repairs.
- 20 cents/gal. tax increase on diesel fuel (generating approx. \$600 million) for good movements projects
- Increasing the incremental diesel sales tax to 5.75% (generating approx. \$300 million) with a split of 5.25% (generating approx. \$260 million) of these revenues to local transit (bus/rail) services with the remaining 0.5% (generating approx. \$40 million) directed to intercity passenger and commuter rail services.
- \$38 vehicle registration fee (generating approx. \$1.3 billion)
- \$100 zero emission vehicle fee (generating approx. \$13 million)
- Double allocation of Cap and Trade auction proceeds: TIRCP discretionary grant funds [from 10% to 20%] resulting in a new total amount of \$200 million per year and an increase in LCTOP formula funds [from 5% to 10%] for a new annual amount of \$100 million.
- Restoration of truck weight fees (phased in over 5 years) Miscellaneous transportation revenues (generating approx. \$70 million)

SB1 is similar to SBX1-1, a bill authored by Senator Beall in the previous 2-year legislative session. While the CCJPA stands to receive increased Cap and Trade TIRCP funds via a discretionary grant program; the good news is that this time SB1 also includes a dedicated source of annual funding (nearly \$40 million) for the state's passenger railroad services (3 intercity passenger + 5 commuter rail services). While the annual amount is less than desired, SB1 marks a step in the right direction towards recognizing the need to include the state's intercity passenger rail services as part of any solution in addressing the state's transportation financing deficit.

Status: Introduced December 5, 2016. No actions taken by any committee(s) yet.

AB 1 (Frazier) –Transportation Funding

[CCJPA POSITION- SUPPORT IF AMENDED]

At the start of the 2017-2018 California state legislative session, Assemblymember Frazier, in conjunction with Senator Beall's release of SB 1, introduced Assembly Bill 1, which presents similar increases in taxes and fees to SB 1 to produce approximately \$6 billion per year to address the state's public transportation financing deficit.

- 12 cents/gal. tax increase on gas, phased in over 3 years, and establishes swap-based excise tax on gas at 17 cents/gal. (generating approx. \$2.9 billion by year 5) that would go local street and highway maintenance and repairs.
- 20 cents/gal. tax increase on diesel fuel (generating approx. \$600 million) for good movements projects
- Increasing the incremental diesel sales tax to 5.25% (generating approx. \$260 million) for local transit (bus/rail) services.
- \$38 vehicle registration fee (generating approx. \$1.3 billion)
- \$100 zero emission vehicle fee (generating approx. \$13 million)
- Double allocation of Cap and Trade auction proceeds: TIRCP discretionary grant funds [from 10% to 20%] resulting in a new total amount of \$200 million per year and an increase in LCTOP formula funds [from 5% to 10%] for a new annual amount of \$100 million.

- Restoration of truck weight fees (phased in over 5 years) Miscellaneous transportation revenues (generating approx. \$70 million)

AB1 is similar to SB1 except AB1 does not establish a dedicated annual funding program for the state's passenger railroad services (3 intercity passenger + 5 commuter rail services) as proposed in SB1.

Status: Introduced December 5, 2016. No actions taken by any committee(s) yet.

Federal Legislation

FY 17 Appropriations – Rail Title in FAST Act of 2015

On December 9, Congress extended the current Continuing Resolution (CR) for the FY 17 federal budget until April 2017 to allow for the new U.S. President and federal administration to settle in. At that time, the new federal administration and Congress will need to determine whether to extend the CR through the remainder of FY 17 (September 30, 2017) or develop an omnibus budget for the period through FY 17. For purposes of funding the Rail Title from the FAST Act, an Omnibus budget bill for FY 17 can provide up to \$80M from the CRISI (rail infrastructure) or SOGR (state of good repair) that can be available for state intercity passenger rail capital funding. A CR, however, will result no funds being appropriated to the FAST Act Rail Title.

Discussions continue between members of the new federal administration and Congress regarding the President's campaign promise to invest \$1 trillion into the nation's infrastructure. Proposals with project lists and costs have been submitted by the President as well as by a coalition of governors of various states, which do not include passenger rail projects in California.

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CAPITOL CORRIDOR VISION COMMUNICATIONS PLAN

PURPOSE

For the CCJPA Board to approve a series of actions related to development of the CCJPA's Vision Communications Plan

BACKGROUND

At its November 16, 2016 meeting, the CCJPA Board adopted the Vision Implementation Plan (VIP) and provided direction for CCJPA staff to move forward on the Vision Communications Plan (VCP), the third and final volume of the overall Vision Plan Update process. The VCP will analyze the value proposition for phased expansion of passenger rail service along the Capitol Corridor route over a forty-year period and develop the communications plans related to implementation. Also at that meeting the CCJPA Board supported the CCJPA considering two east-west cross-bay rail connections, namely the Dumbarton Rail Bridge and a mainline conventional trans-bay (San Francisco-Oakland) rail tube, both of which fall outside of any one rail operator's governance mission, including CCJPA's. To address the Board's request and with the intention of developing a scope of work for the VCP, the CCJPA has retained the services of a Project Manager and together has met with a variety of transportation agency partners in the intervening time. What the CCJPA team have learned through those interactions touches several themes that will be discussed in greater detail at this meeting:

- Governance
- Mega-regionalism
- Leadership Gap
- Dumbarton Rail Service Implications
- Transbay Tube for Conventional Rail in conjunction with BART 2nd Transbay Tube
- State Rail Plan
- Goods Movement/Rail Freight
- VCP scope

The CCJPA team have learned that at the state, mega-regional, and regional levels there is a need and a desire to re-examine how the 'collective we' are planning and developing our passenger (and freight) rail infrastructure. The State Rail Plan that is close to being released (March 2017) provides a very useful framework for re-thinking passenger rail service into hub and non-hub stations operating with tiers (high-speed, intercity and commuter) of passenger rail service – a system that the CCJPA's VIP engineering analysis can support. The State Rail Plan is just one layer. The Bay Area Council Economic Institute (BACEI) is working with a Sacramento-peer business focused think tank to advocate for better transit connections between Sacramento and the Bay Area largely building off the Mega-Regional Study that CCJPA helped support. On another layer, BART has funds to conduct a Bay Crossing study and BART staff have indicated that they want CCJPA to be involved in this study which will include the scope for a conventional rail connection. CalSTA staff have indicated they are open to providing additional funding support for such a BART study due to its implications for rail in Northern California. At the Metropolitan Transportation Commission (MTC) the Core Capacity study is nearing completion and later phases of that study includes consideration of a conventional rail crossing as well as a new BART crossing (as a matter of practice, the concepts for new crossings usually involve consideration of new tubes, but bridge structures are not ruled out). MTC is working with SACOG and SJCOG in discussions to form a mega-regional council where issues like rail planning might become part of the core missions that bring these Northern California MPO's together. Dumbarton Rail service has been around in concept for years and is again being raised again but this time in the context of service reaching perhaps as east as the entire ACE corridor. The Alameda County Transportation Commission is moving

forward with a goods movement study that strongly aligns with CCJPA's and ACE's plans for more train service serving San Jose. And finally, California High Speed Rail is planned to start serving San Jose in 2025 and later run up toward San Francisco all of which has implications for a new bay crossing let alone how Capitol Corridor trains will interact at Diridon station with all the passenger rail services at that location. Simply put, there is so much going on that it is difficult to define how and where CCJPA fits in to the various initiatives.

How might CCJPA staff and Board Members advocate and play a leadership and/or partnership role in seeking out strategic and coordinated mega-regional rail solutions? CCJPA's adopted VIP, which many agencies are aware of, gives CCJPA a voice at the table, but also implies some aspect of mega-regional leadership, but what should that be given the spectrum of agencies and governance responsibilities involved? The plan was that CCJPA's VCP process would go about seeking value proposition details (ridership modeling, economic value, financing) so that we can enact strategically planned approach to communicating future public investments in passenger rail along the corridor we oversee. Whereas examining engineering alternatives along our corridor as we did in the VIP process can be conducted somewhat myopically, the value proposition analysis CCJPA is poised to conduct with the VCP can't take place with Capitol Corridor isolated from other systems and other corridors. Therefore, we must define other rail systems in some way to evaluate the market potential of the Capitol Corridor route among a larger rail system. As soon as the Dumbarton and a potential conventional rail crossing between San Francisco and Oakland were raised at the November 2016 CCJPA Board meeting, the imperative to consider other systems became that much stronger. Thus, system relationships seem to require the entire Northern California mega-regional passenger rail system becomes the analysis level.

However, it is not an assumption that leadership across the Northern California Megaregion will emerge to conduct a mega-regional passenger and freight rail system-wide analysis. The discussed Northern California MPO council seems to be a good opportunity be asked to assume that mantle of leadership, but how? Just how CCJPA Board Member leadership might support such an effort needs discussion – not only at the Board level but perhaps also utilizing a re-formed Vision Plan Ad Hoc Subcommittee. If a Northern California mega-regional collective approach were to kick-off, something like a VIP analysis would be required for locations where engineering analysis to support future potential service patterns has not already been conducted. And then, collectively, VCP-like efforts are required as the next step across the system.

Even if a mega-regional effort did get started, CCJPA, as a governing body, will still need to voice strong policy leadership – leadership backed up by sound analysis – therefore that does not dismiss CCJPA from pursuing VCP elements. The CCJPA team will lead the Board in a discussion to try to sift out how the CCJPA Board wants to support its policy objectives or what advocacy/leadership the CCJPA Board may take upon itself within the greater mega-regional context. In the Board presentation and ensuing discussion, the CCJPA team will lead the Board through the various interactions concerning the themes identified above to derive policy objectives. Defining the role of CCJPA moving forward will be crucial. The CCJPA team will anticipate getting some policy direction in this area and then come back to the re-formed (see below) Ad Hoc Vision Plan Subcommittee to create the scope for the VCP and define CCJPA's role in the coming months ahead. While this policy discussion is paramount, CCJPA has stated before that focusing on the Oakland to San Jose service expansion is also a priority for CCJPA. It is also built into ACE's expansion objectives. But there is also unquestionably context for the Oakland to San Jose expansion in the larger mega-regional system.

In conjunction with how the CCJPA Board may discuss these matters, there are, however, several key administrative actions that the CCJPA team identifies that will provide CCJPA the flexibility to work within the mega-regional and CCJPA focused context regardless of what direction the CCJPA Board provides the CCJPA team.

The first of those is to re-form the CCJPA's Ad Hoc Vision Plan Subcommittee. Recent CCJPA Board turnover has meant that the Ad Hoc Vision Plan Subcommittee is missing significant membership along the route and unless re-formed with the requisite participation of Board members, the CCJPA will lack a responsive policy advisory authority moving forward. The prior Ad Hoc Subcommittee was instrumental in advancing the prior Vision Plan Update process and with complexity increasing across the mega-region for passenger and freight rail service planning, staff feels that the Ad Hoc Subcommittee can again play a pivotal role in advancing the VCP and/or CCJPA's participation in mega-regional planning matters.

The second matter is to allow the VCP project manager role to both serve on a time and materials basis or on a project delivery basis as needed on a case-by-case basis. By simple use of a template, the contract authority caps time and material participation by contractors at \$100,000. CCJPA anticipates that working in a mega-regional

context, the VCP project manager will likely exceed the time and material authority and as such, CCJPA staff are seeking Board authority to waive that cap. At present, we simply do not know how opportunities and partnerships across the mega-region may evolve. Having the authority for the VCP project manager to bill on a time and materials process will match the anticipated ways in which the VCP project manager will play a role in mega-regional planning efforts. CCJPA contract on a task order basis for this work and where warranted, there will be a work product, but, in general, time and materials will best suit the working style of the VCP project manager role.

Finally, while the CCJPA received \$250,000 of spending authority to proceed with the VCP in November 2016, the CCJPA would like to increase that spending authority using CCJPA's own revenue credit or CCRP funds but also remaining funds (approximately \$480,000) provided to CCJPA from the California High Speed Rail Authority (CHSRA) for the purposes of blended service planning. CCJPA staff have already discussed use of the remaining CHSRA funding for VCP and mega-regional planning efforts with CHSRA staff and found that the anticipated VCP scope of work is consistent with original contract. So, using the CHSRA funding along with additional CCJPA controlled funds, the CCJPA is seeking authority to increase the VCP-related budget authority an additional \$500,000 for a total budgetary authority of \$750,000.

The authority to use up to \$750,000 will accomplish three things. First, it will be used to support CCJPA's VCP Project Manager. Second it will allow CCJPA to help fund, as a partner, other mega-regional studies, and finally, it will allow CCJPA to lead its own studies, possibly with the support of partners. Examples include supporting megaregional ridership modeling refinement, holding facilitated stakeholder discussions with staff and policy makers, developing communication strategies for CCJPA or in conjunction with partners, supporting additional engineering analysis in corridors that may connect to the route identified in the VIP, or any other related objectives. Because there is so much that is dynamic now, under the general authority requested under the drafted resolution, CCJPA beyond the funding of the CCJPA VCP Project Manager, CCJPA staff will seek authority to proceed with new funding objectives via the Ad Hoc Subcommittee Chairperson and Ad Hoc Subcommittee members. CCJPA will come back the CCJPA Board if more funds might be sought for additional activities that would, if approved, now exceed \$750,000.

RECOMMENDATION

It is recommended that the CCJPA Board approve a revised budget of \$750,000 for the CCJPA's development of the VCP and as a participant in interregional rail planning across the Northern California Megaregion.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Developing the Capitol Corridor Vision Communications Plan
For the Capitol Corridor Joint Powers Authority /

Resolution No. 17-06

WHEREAS, at the November 2016 CCJPA Board meeting the CCJPA Board directed CCJPA to develop the Vision Communications Plan (VCP) and utilize outside consulting services to hire a project manager for the VCP effort; and

WHEREAS, the CCJPA Board also directed staff to examine how to incorporate east-west passenger rail crossing options in the VCP including the Dumbarton Rail and Transbay (San Francisco to Oakland) conventional rail tube, which involves analysis considerations that extend to other partners; and

WHEREAS, to aid in development of the VCP and mega-regional analysis, and to support the policy objectives of the CCJPA Board, the CCJPA will re-form the CCJPA Board’s Vision Plan Ad Hoc Subcommittee comprised of a representative cross section of CCJPA Board members and served by a designated Chair of the Vision Plan Ad Hoc Subcommittee; and

WHEREAS, CCJPA’s VCP project manager will largely work on a time and materials basis to support the VCP and mega-regional passenger rail planning activities unless specifically directed under a work directive; and

WHEREAS, staff has identified a budget of \$750,000, representing an additional \$500,000 beyond the initial authorization of \$250,000 in November 2016 to support of VCP development financed through Capitol Corridor Reinvestment Program (CCRP) funds and planning grant funds from the California High Speed Rail Authority; and

RESOLVED, that the CCJPA Board does hereby approved a revised budget of \$750,000, an increase of \$500,000 from the initial budget of \$250,000 for the CCJPA’s development of the VCP and as a participant in interregional rail planning across the Northern California Mega-region.

AND BE IT FURTHER RESOLVED, that VCP project manager will invoice the CCJPA on an unrestricted time and materials basis, subject to contractual oversight by CCJPA staff and limited to the budget authority.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to CalSTA, Caltrans, MTC, and SACOG, and other partners involved in interregional rail planning.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
CCJPA Managing Director

SUBJECT: CCJPA ALTERNATIVE FUELS PILOT PROGRAM FOR CAPITOL CORRIDOR TRAINS

PURPOSE

For the CCJPA Board to authorize a testing program on the use of renewable diesel fuel on California-owned locomotives assigned to the Capitol Corridor train service.

BACKGROUND

Sacramento Metropolitan Air Quality Management District made CCJPA staff aware of market availability of renewable diesel and suggested it as an option in lieu of using traditional diesel. Renewable diesel is made from recently living biomass as opposed to petrodiesel which is made from crude oil. These fuel types are chemically similar. The emissions are very similar but when considering the entire carbon lifecycle, renewable diesel has roughly 66% lower “well to wheels” carbon emissions than use of traditional diesel. Renewable diesel meets the same ATSM D975 fuel standards as does traditional petrodiesel.

With the assistance of the California Air Resources Board (CARB), technically based questionnaires were sent out to locomotive engine manufacturers seeking their input as to the use of 100% renewable diesel. Each engine manufacturer indicated they would expect renewable diesel would probably perform adequately but that they would recommend tests using renewable diesel to ensure engine and/or operational performance is not degraded. CARB staff concurred and CCJPA has since been working with Amtrak and Caltrans to develop a testing procedure.

Through our on-call engineering contract, CCJPA sought an external consultant to develop and implement a testing procedure. The testing involves a baseline test using petrodiesel followed by testing using a new fuel tank (to reduce chances of residue contaminating testing) and 100% renewable diesel over the period of the preventative maintenance cycle for the California F-59 locomotive. If that test proves successful, then renewable diesel will be tested with the new Charger locomotives.

The cost estimate to oversee the testing is \$152,000 and staff has identified available funds in the FY 15 and FY 16 Capitol Corridor Reinvestment Program (CCRP) account. Baseline testing is slated to begin shortly in March/April 2017 when a new fuel tank is expected to arrive and will be installed on a California F-59 locomotive. Testing will be conducted over the 90-day maintenance cycle. Presuming the testing reveals no issues, the Charger locomotives will be tested next for the same 90 cycle. If all testing results for the fuel system and operations prove non-consequential for use of renewable diesel, then CCJPA will work to permanently shift to renewable diesel. The testing results will have important implications for greening the entire California passenger locomotive fleet. CCJPA staff will keep the Board apprised of testing developments.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorizes staff to initiate a testing program on the use of renewable diesel fuel on California-owned locomotives assigned to the Capitol Corridor train service for an amount not-to-exceed \$152,000.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Testing of Alternative Fuels Pilot Program
for Capitol Corridor Trains/

Resolution No. 17-07

WHEREAS, renewable diesel meets the same ASTM D975 fuel standards as traditional petrodiesel; and

WHEREAS, renewable diesel has roughly a 66% lower rate of carbon emissions when considered from a “well to wheels” measurement standpoint and results in a reduction in greenhouse gasses; and

WHEREAS, the California Air Resources Board and CCJPA have worked in collaboration with locomotive engine manufacturers to proceed into a testing process for use of 100% renewable diesel; and

WHEREAS, CCJPA and a consultant have developed a testing program and processes that will require expenditure of \$150,000 over the course of the testing to oversee and develop reports of test results; and

WHEREAS, a total of \$152,000 is available using both FY 15 and FY 16 Capitol Corridor Reinvestment Program (“CCRP”) funds; and

WHEREAS, the testing process will include baseline tests, and test California F-59 locomotives, and if successful with F-59 locomotives, test the new California Charger locomotives; and

WHEREAS, presuming tests for the fueling system and operational performance characteristics are satisfactory, the CCJPA would shift toward use of renewable diesel for regular operations.

RESOLVED, that the CCJPA Board does hereby authorize the initiation of a testing program on the use of renewable diesel fuel on California-owned locomotives assigned to the Capitol Corridor train service for an amount not-to-exceed \$152,000 and authorizes the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the Alternative Fuels Pilot Program.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 50%; margin: 0 auto;"/> Kenneth A. Duron Secretary
Noes:		
Abstain:		



Date: February 10, 2017
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – February 2017

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (February 15, 2017 Meeting)

PURPOSE

To provide a report on work completed up to the February 15, 2017 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Annual Performance Report (FY2015). Pursuant to the Resolution 16-19, CCJPA Board provided comments and adopted the draft Performance Report covering the Fiscal Year 2015-16 (October 2015-September 2016). Staff put the report through design (including graphics and photos) and then on to production. The final, finished report is expected to be released and available at the February 15, 2017 CCJPA Board of Directors meeting and be widely distributed the State Legislature and other interested agencies.
- b. FY 16 CCJPA Independent Audit. As provided in the Joint Exercise of Powers Agreement between the CCJPA member agencies, the Controller-Treasurer's Office of the CCJPA is required to conduct an annual independent audit of the CCJPA and submit the report of such audit by December 31 of each year. The financial report stating the findings of the independent audit for Fiscal Year 2015-16 (July 2015-June 2016) was prepared and submitted to the CCJPA member agency staff (Staff Coordinating Group [SCG]) for review. Comments were incorporated and the final report will be transmitted to the CCJPA Board Directors in February 2017.
- c. Completed Marketing and Communications Activities – The following work has been completed as part of the CCJPA's FY2016-17 Marketing Programs:
 - o Advertising:
 - Digital advertising to promote Buy One Get One Saturdays to the general market
 - o Publications and Promotions:
 - Holiday Ice Rinks in Sacramento and San Jose
 - 2016 Annual Performance Report – micro-site, downloadable PDF, and printed brochure
 - New tri-fold Café Car menu brochure combines food selections with a beverage menu that highlights cocktails. Will be distributed in stations and on board to boost sales.
 - o Events/Media Relations/Customer Communications
 - Lion King theater show promotion completed – included train wrap, window decals, social media ticket giveaway and co-promotion efforts
 - “Outside My Window” photo contest completed. Passengers were asked to submit photos of scenery for a chance to win Tahoe and Truckee-centered prizes
 - “Who Needs a Car?” short video – produced in conjunction with the 25th Anniversary commemorative video, this short video features passenger testimonials about riding Capitol Corridor and is currently being promoted via social media outlets such as Facebook to garner interest in riding the train
 - 25th Anniversary

- 25th Anniversary video posted to YouTube and other social media sites
- \$25 in Café Car vouchers email offer sent to multi-ride ticket holders – nearly 25% response rate
- Thanksgiving and Winter Holiday Service – communications completed to let customers know about schedules during the holidays

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 8, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (February 17, 2016 Meeting)

PURPOSE

To provide an update on work in progress up to the February 17, 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 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. Sacramento-Roseville 3rd Track Project. CCJPA will need to apply to the California Transportation Commission (CTC) for the full funding for proceeding into final design and construction for Phase 1 of the Sacramento to Roseville 3rd Track Project. Now, CCJPA is working through initial 30% design plans on the project area immediately adjacent to Old Town Roseville so that both the City of Roseville and UPRR can provide CCJPA the necessary preliminary details of schedule and budget for the CTC funding allocation. CCJPA staff anticipate that application materials will be ready in March of 2017 for allocation at the May 2017 CTC meeting. From that point, contracts with the state for funding and with UPRR and the City of Roseville for design and project implementation can be issued and the project commenced.
- c. 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 all of their major routes in California. The testing covers only select Union Pacific freight 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 route.

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. Software installation and testing continues with the on-board equipment. Amtrak's installation of the remote back-office server (BOS), which will convey the location of the Capitol Corridor trains to the UPRR dispatch center, is under development and should be available for testing in mid-2017. Caltrain continues its of 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. At this time, BART is planning implementing this project as a change order to an existing BART signage

improvement contract. This will help expedite the project and keep it within the schedule requirements of the project funding.

- e. Richmond Station Platform Improvements. The CCJPA staff has been working with BART staff to implement a flashing light/beacon at the Capitol Corridor/Amtrak Richmond station platform which will indicate to conductors on Sacramento/Auburn-bound Capitol Corridor trains that a BART train is approaching, and to wait for passengers to transfer from the inbound BART train to the waiting eastbound Capitol Corridor train. In addition, the project will involve installation of a Clipper Card Parking Validation Machine (PVM) on the Capitol Corridor/Amtrak boarding platform so that Capitol Corridor passengers parking at the Richmond BART parking garage can pay/validate for parking with their Clipper Card on the train platform. BART Engineering has reviewed the design for these elements, and plans to use BART employees to implement the project in 2017.
- f. Capitol Corridor On-Train/Station Bicycle Program. BikeLink eLockers have now been installed at Emeryville, Martinez, and Davis. Installation of additional eLockers at remaining Capitol Corridor stations will continue to proceed in early 2017. As for increasing onboard bike storage capacity, CCJPA staff are working with a vendor to refine a bike hook design that will increase capacity by 33%. A pilot of the bike storage modification will be carried out on a bike car on revenue trains for passenger feedback by mid-2017. CCJPA staff are also working with Amtrak and a select vendor to design an onboard bike storage solution for the lower level of Superliner coach cars, which currently serve as informal bike cars. CCJPA is currently finalizing a design review agreement with Amtrak in order to start the design process. CCJPA staff, with the assistance of BART Procurement, is finalizing an RFP to solicit proposals for a folding bicycle rental service at select Capitol Corridor stations. The folding bicycle rental service is aimed at both business and leisure travelers who would want to have a bicycle that can go wherever they go, whether that's on the train or in an office or hotel room.
- g. On-Board Information System Project. CCJPA and Caltrans are working the Amtrak and Amtrak's vendor, Nomad Digital, to install a test version of an OBIS system on a Capitol Corridor train by July 2017. OBIS will be installed on all the California Intercity Passenger Rail services eventually and as such, site visits to view all the rolling stock types used in California IPR services have now been conducted to allow Nomad Digital to proceed into final design. Amtrak have also been working to develop the wide variety of business rules that will govern OBIS operations and frontline management. At this time, retrofit testing followed by installation is on schedule with complete installation expected by late 2019. Caltrans is also proposing to upgrade the WiFi to the next generation system while the cars are being worked on for OBIS.
- h. Proposed Extension of Capitol Corridor Trains to Salinas. Expansion of Capitol Corridor trains to Salinas is linked to CCJPA being successful at first obtaining more frequencies to/from San Jose. The CCJPA Vision Plan has identified the Oakland to San Jose segment as a key first step but unfortunately no funding is available and host railroad negotiations have been unsuccessful. Regardless, the Transportation Agency of Monterey County (TAMC) is working diligently to be in position to for the service to extend to/from Salinas. TAMC previously completed required environmental documentation for two round trips of Capitol Corridor service. At this time, in anticipation of future expansion beyond two round trips, TAMC released draft environmental documentation necessary to extend train service beyond two initial round trips to six round trips.
- i. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY2016-17 Marketing Programs:
 - o Advertising:
 - Currently promoting the Buy One Get One (BOGO) Saturdays offer to boost weekend ridership. Email advertising has already resulted in the BOGO page becoming the top-visited page on our website.

- Upcoming spring digital media buy will focus on promoting Friends/Family 50% discount and other offers to families.
- Publications and Promotions:
 - Planning for April 2017 Timetable change
 - Developing posters to promote Café Car service within stations and at platforms
 - Sacramento Kings/Comcast digital – promoting travel to/from Kings games from the Davis area
 - Wi-fi site redesign – updating the onboard wi-fi site design to enhance visibility of ads and promotional messaging
- Events/Media Relations/Customer Communications
 - SF Beer Week – cross-promotion includes promotion of travel to event via Capitol Corridor
 - Oakland A’s – developing partnership elements for the 2017 season
 - Earth Day – developing plans for Earth Day along the corridor

RECOMMENDATION

For information only