



CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING OF THE BOARD OF DIRECTORS

Wednesday June 21, 2017

10 a.m.

BART Boardroom
Kaiser Center 20th Street Mall
344–20th Street, 3rd Floor
Oakland, CA 94612
(see attached map)

Simultaneous teleconference calls will take place at:

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

Placer County Transportation Planning Agency
299 Nevada Street
Auburn, 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 February 15, 2017 Meeting
 2. Budget Update: Capitol Corridor Station Signage Program – Phase 1
- V. Action and Discussion Items *Action*
 1. Legislative Matters/Governor’s May Revise State FY 17-18 Budget *Info*
 2. Overview of Draft FY 17-18 CCJPA Budget [Operations, Administration, Marketing] *Info*
 3. Update: Programmed Capital Projects and New Rail Vehicle Deliveries *Info*
 4. December 7, 2016 Capitol Corridor 527 Incident: Amtrak Investigation and Subsequent Actions *Info*
 5. Managing Director’s Report *Info*
 6. Work Completed *Info*
 - a. Business Plan Update (FY 2017-18 – FY 2018-19)
 - b. Addition of Tier 4 Charger Locomotives to Capitol Corridor Service/Northern California Rail Fleet
 - c. May 22, 2017 Timetable Update (Connecting Buses only)
 - d. Marketing Activities (February – May 2017)
 7. Work in Progress *Info*
 - a. Sacramento-Roseville 3rd Track Project
 - b. Travel Time Savings Project
 - c. Positive Train Control Update
 - d. Station Sign Frames and Platform Safety Upgrades
 - e. Capitol Corridor Bike Access Program
 - f. Vision and Service Planning Ad-Hoc Subcommittee: Vision Communications Plan
 - g. On-Board Information System Project
 - h. CCJPA Renewable Fuels Pilot Program
 - i. Proposed Extension of Capitol Corridor Trains to Salinas
 - j. Upcoming Marketing Activities
- VI. Board Member Reports
- VII. Public Comments
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 20, 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 act 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.

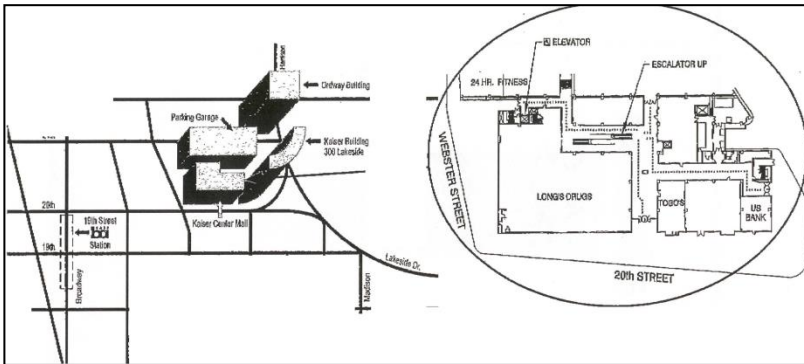
The CCJPA Board provides services/accommodations upon request to persons with disabilities who wish to address Board matters. A request must be made within one and five days in advance of a Board meeting, depending on the service requested. Call (510) 464-6085 for information.

Note: Upon adjournment of the June 21, 2017 CCJPA Board Meeting, the CCJPA Vision Plan Ad Hoc Committee will immediately convene a workshop on Northern California Megaregional Rail Governance.

DIRECTIONS TO BART BOARD ROOM (OAKLAND)

San Francisco Bay Area Rapid Transit District - Board Room

Kaiser Center 20th Street Mall - Third Floor
344 20th Street, Oakland, California 94607



DRIVING DIRECTIONS

From the South Bay (San Jose/Fremont/Hayward)

Take I-880 North
Exit on Oak Street; turn right onto Oak Street
Follow Oak Street as it turns into Lakeside Drive
Follow Lakeside Drive to 20th Street; stay toward the left
Bear right into Kaiser Center Parking Garage

From the East Bay (Vallejo/Richmond/Berkeley)

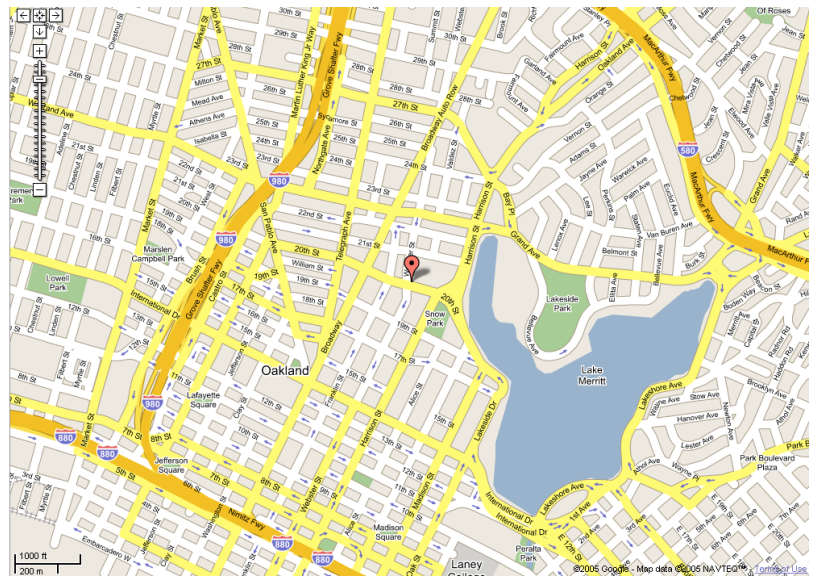
Take I-80 West toward San Francisco
Merge onto I-580 East toward Hayward
Exit on Harrison Street, stay to the right
Follow Harrison Street (which becomes Lakeside Drive) to 20th Street
Turn right into Kaiser Center Parking Garage

CAPITOL CORRIDOR DIRECTIONS via BART 19th Street Station

1. From the North, get off Capitol Corridor at the Richmond Station, transfer to BART. Take BART to the 19th Street BART station.
2. From the South, get off Capitol Corridor at the Oakland Coliseum Station, transfer to BART. Take BART to the 19th Street BART station.

AT BART:

Take the 20th Street exit
Walk 3 blocks east on 20th Street, toward Lake Merritt



From Kaiser Center Parking structure

Mall Entrance on levels A, B, and E
Accessible entrance for Persons with Disabilities is available from Level A
Directions to the BART Board Room

The BART Board Room is located on the 3rd Floor (Roof Garden level) of the Kaiser Center 2011 I Street Mall. Follow signs In the Mall to the Board Room. From the ground floor, take the escalator or elevator to the 3rd Floor (Roof Garden level). Elevators are also located in the parking garage.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

**Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 104th Meeting
February 15, 2017**

The 104th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, February 15, 2017, 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. Chair Lucas Frerichs presided; Kenneth A. Duron, Recording Secretary.

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

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair Lucas Frerichs, Yolo County Transportation District (YCTD); Jeff Harris, Sacramento Regional Transit District (SRTD); Steve Miller, SRTD; Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Susan Rohan, PCTPA; Don Saylor, YCTD; Teresa O'Neill, Santa Clara Valley Transportation Authority (SCVTA); Debora Allen, San Francisco Bay Area Rapid Transit District (BART); Nicholas Josefowitz, BART; Robert Raburn, BART; Jim Sperring, Solano Transportation Authority (STA); and Harry Price, STA.

Directors present in San Jose: None. Director Raul Peralez, SCVTA, entered the meeting later in San Jose.

Absent: Directors Bevan Dufty, BART; Joel Keller, BART; and Rebecca Saltzman, BART.

III. Report of the Chair. Chair Frerichs introduced new Directors Teresa O'Neill representing SCVTA and Director Debora Allen representing BART. Directors Allen and O'Neill shared brief comments. Chair Frerichs reported on progress on the FY18-FY19 Business Plan, FY16 Annual Performance Report, and FY16 Independent Audit noting that each item was on the agenda and would be discussed in greater detail during the meeting. Chair Frerichs advised that with work advancing on the Vision Communication Plan and the final phase of the Vision Plan Update, he has asked Director Sperring to reconvene the Ad Hoc Vision Plan Subcommittee, with Directors Rohan, Saylor, Raburn and Josefowitz agreeing to be members.

IV. Consent Calendar. Chair Frerichs introduced the Consent Calendar. Director Raburn moved adoption of Item IV.1. Minutes of the November 16, 2016 Meeting; Item IV.2. Resolution No. 17-01, In the Matter of Providing Authorization to Obtain FY16-17 Funds from the State of California Office of Emergency Management Services; Item IV.3. Resolution No. 17-02, In the Matter of Approving the State Transportation Improvement Program – Interregional Transportation Improvement Program (STIP-ITIP) Funds to the Capitol Corridor 2017 Capitalized Maintenance Track Improvement Program; Item No. IV.4. Resolution No. 17-03, In the Matter of Authorizing Funding for the CCJPA 2017 Right-of-Way Fencing and Security Improvements; and Item No. IV.5. Resolution No. 17-04, 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. Director Holmes seconded the motion, which passed by unanimous voice vote. Ayes: 12 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, O'Neill, Allen, Josefowitz, Raburn, Sperring and Price. Noes: 0. Abstain: 0. Absent: 4 – Directors Peralez, Dufty, Keller, and Saltzman.

V. Action and Discussion Items.

1. **Closed Session: Conference with Legal Counsel – Existing Litigation.** Chair Frerichs announced the Board would enter Closed Session under Item V.1. of the Meeting Agenda and would reconvene in Open Session upon conclusion of the Closed Session.

The Board Meeting recessed at 10:05 a.m.

The Board Meeting reconvened in Closed Session at 10:06 a.m.

Directors present in Suisun City: Frerichs, Harris, Miller, Holmes, Rohan, Saylor, O'Neill, Allen, Josefowitz, Raburn, Sperring and Price.

Directors present in San Jose: None. Director Peralez entered the Meeting later in San Jose.

Directors absent: Dufty, Keller, and Saltzman.

Director Peralez entered the meeting in San Jose.

The Board Meeting recessed at 10:45 a.m.

The Board Meeting reconvened in Open Session at 10:46 a.m.

Directors present in Suisun City: Frerichs, Harris, Miller, Holmes, Rohan, Saylor, O'Neill, Allen, Josefowitz, Raburn, Sperring and Price.

Directors present in San Jose: Peralez.

Directors absent: Dufty, Keller, and Saltzman.

Chair Frerichs announced that the Board had concluded its closed session and that there were no announcements to be made.

- 2. Business Plan Update FY17/18 – FY18/19. Mr. David Kutrosky, Managing Director, reviewed the FY17/18 – FY18/19 Business Plan update, noting the continuation of the current service plan and provisions for a capital program consistent with the adopted Vision Implementation Plan.**

Director Raburn moved adoption of Resolution No. 17-05, In the Matter Approving the State Fiscal Year 2017-18 – Fiscal Year 2018-19 Business Plan Update for the Capitol Corridor Service for the Capitol Corridor Joint Powers Authority. Director Holmes seconded the motion, which passed by unanimous roll call vote by the required two-thirds majority. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Allen, Josefowitz, Raburn, Sperring and Price. Noes: 0. Abstain: 0. Absent: 3 – Directors Dufty, Keller, and Saltzman.

- 3. Legislative Matters/Governor's Draft FY17/18 Budget. Mr. Kutrosky presented an overview of the proposed legislative matters affecting Capitol Corridor Service, including the State FY17/18 Budget. Mr. Kutrosky highlighted items with potential statewide projects. The item was discussed.**

Director Sperring moved the 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; SB 1 (Beall) support position and AB 1 (Frazier) support in concept position. Director Price seconded the motion, which passed by unanimous roll call vote. Ayes: 13 - Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Allen, Josefowitz, Raburn, Sperring and Price. Noes: 0. Abstain: 0. Absent: 3 – Directors Dufty, Keller, and Saltzman.

Director Josefowitz moved the 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; SCA 6 (Weiner) support position. Director Saylor seconded the motion, which passed by roll call vote. Ayes: 12 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Josefowitz, Raburn, Sperring and Price. Noes: 0. Abstain: 1 - Allen. Absent: 3 – Directors Dufty, Keller, and Saltzman.

- 4. Capitol Corridor Vision Communications Plan. Mr. Kutrosky introduced Jim Allison, Planning Manager, to review the Vision Communications Plan, requesting approval of a series of actions related to development of the Plan. The item was discussed.**

Director Holmes moved adoption of Resolution No. 17-06, In the Matter of Developing the Capitol Corridor Vision Communications Plan for the Capitol Corridor Joint Powers Authority. Director Spering seconded the motion, which passed by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O’Neill, Allen, Josefowitz, Raburn, Spering and Price. Noes: 0. Abstain: 0. Absent: 3 – Directors Dufty, Keller, and Saltzman.

5. CCJPA Alternative Fuels Pilot Program for Capitol Corridor Trains. Mr. Kutrosky requested Board authorization of a testing program on the use of renewable diesel fuel on California-owned locomotives assigned to Capitol Corridor train service. The item was discussed.

Director Raburn moved adoption of Resolution No. 17-07, In the Matter of Authorizing the Testing of Alternative Fuels Pilot Program for Capitol Corridor Trains. Director Saylor seconded the motion, which passed by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O’Neill, Allen, Josefowitz, Raburn, Spering and Price. Noes: 0. Abstain: 0. Absent: 3 – Directors Dufty, Keller, and Saltzman.

6. Managing Director’s Report. Mr. Kutrosky reviewed the recent system performance indicators through January 2017, highlighting ridership; revenues; mechanical issues being addressed with Amtrak; Union Pacific route weather related impacts on rail services in the region other than the Capitol Corridor; an upcoming “safety train” between Oakland and Hayward in March 2017; and other service-related items were discussed.

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

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

VII. Public Comments. Chair Frerichs invited comment from the public. Mr. Dan Romero, Councilman, City of Hercules addressed the Board.

VIII. Adjournment. The Meeting adjourned at 11:47 a.m. Next Meeting Date: 10:00 a.m., April 19, 2017, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the February 15, 2017 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 7, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: BUDGET UPDATE: CAPITOL CORRIDOR STATION SIGNAGE PROGRAM –
PHASE 1

PURPOSE

For the CCJPA Board to approve a revised budget for the installation of the information display signs at eight stations served by the Capitol Corridor trains.

BACKGROUND

The CCJPA Board, through Resolution 15-14 (June 17, 2015), authorized a project budget to construct a new design of glass-front information display signs at eight (8) Capitol Corridor stations (the “Project”). This Resolution authorized a budget of \$260,000 from FY15 Capitol Corridor Reinvestment Program (CCRP) funds for this purpose.

On May 11, 2017, the San Francisco Bay Area Rapid Transit District (BARTD) Board authorized staff to utilize their contractor, who is performing similar work at BARTD stations, to construct these signs on behalf of the CCJPA. The estimated cost of this work, including BARTD construction management expense, is \$650,000. Staff has identified \$650,000 from FY 15 CCRP funds, an increase of \$390,000, that the CCJPA can use to implement this first phase of the station signage program.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised budget of not-to-exceed \$650,000 to construct a new design of glass-front information display signs at eight (8) Capitol Corridor stations, and authorize the CCJPA Executive Director or her designee to enter the necessary agreements for the implementation of the Project.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Capitol Corridor Station Signage Program – Phase I/

Resolution No. 17-08

WHEREAS, the CCJPA has identified a need for improved information display signs at stations; and

WHEREAS, the CCJPA proposes to construct new timetable and information display signs, using standards established by the San Francisco Metropolitan Commission (“MTC”), which are used by various Bay Area transit agencies, including the San Francisco Bay Area Rapid Transit District (“BART”);

WHEREAS, the CCJPA has adopted the Capitol Corridor Station Signage Program – Phase I (the “Project”) pursuant to Resolution 15-14 with an approved budget of \$260,000 for the installation of such signs at eight (8) stations served only by the Capitol Corridor trains; and

WHEREAS, BART has agreed to construct these signs on behalf of the CCJPA; and

WHEREAS, the BART. Board of Directors on May 11, 2017 authorized staff to utilize their contractor, who is performing similar work at BARTD stations, to construct these signs on behalf of the CCJPA at the eight Capitol Corridor stations for \$650,000; and

WHEREAS, the CCJPA has secured an additional \$390,000 in FY 15 CCRP funds to meet the revised budget of \$650,000; and

RESOLVED, that the CCJPB does hereby approve the revised Project budget for an amount not to exceed \$650,000;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA Executive Director or her designee to enter all necessary agreements required to complete the Project in order provide improved information display signs at eight (8) Capitol Corridor stations.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 9, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS/GOVERNOR'S MAY REVISE STATE FY 17-18 BUDGET

PURPOSE

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

BACKGROUND

State Legislative Matters

Enactment of Senate Bill 1 (Beall)

On April 28, 2017, Governor Brown enacted and signed into law Senate Bill 1 (Beall/Frazier), which was passed by both the Senate and Assembly on the evening of Thursday, April 6, 2017. As background, SB 1 provides over \$5 billion per year in added funds to various state transportation accounts that would be available to fix the state's crumbling transportation infrastructure. Governor Brown also enacted Assembly Constitutional Amendment (ACA) 5 (Frazier/Newman), which protects these new transport funds and which will be submitted to the California voters for approval in 2018. Below is a draft overview of how the new funds in SB 1 positively impact the CCJPA/Capitol Corridor:

- Approximately \$5M per year in ***dedicated*** funds (for operating and/or capital) from a portion of the 0.5% increase in state diesel sales tax.
- Opportunity(ies) to apply for \$0.5B in annual competitive grants:
 - Approximately \$245M/year in Transit Intercity Rail Capital Program (TIRCP) funds (capital uses) through a portion of increased Vehicle License Fees (VLF), plus a one-time transfer of \$236 million in FY18 for a payback in General Funds to the TIRCP account.
 - Approximately \$250M/year in Congested Corridors Program funds (capital uses) through a portion of increased VLF revenues for multi-modal, multi-county solutions to address heavily congested travel corridors.
 - Approximately \$5M/year in STIP Interregional funds (fixed guideway capital uses; not operating or rolling stock) through a portion of increased gas excise tax revenues.

A path forward is now available to advance various security/safety initiatives, enhance service amenities, and expand Capitol Corridor frequencies to San Jose and Roseville, as well as to procure added rail vehicles (cars and locomotives) to support these added frequencies. The CCJPA sent a letter to the members of the state legislative delegation along the Capitol Corridor route thanking them for their votes to approve SB 1.

May Revise of FY 17-18 Draft State Budget

On May 10, 2017, Governor Brown released his May Revise of the draft budget for FY 16-17, the Administration's update to the proposed 2017-18 Budget, which was first released on January 10, 2017. The May Revise reflects a \$2.5 billion increase in tax revenue for the 2017-18 fiscal year relative to the forecast made in the January Budget. Despite this uptick in revenues, this forecast is \$3.3 billion below the forecast contained in the adopted 2016 Budget from one year ago. Thus, the revised budget remains conservative and fiscally restrained.

For the state's intercity rail program, the state financing support for the operation of the three CIPR services remains unchanged, which will allow for service levels to remain the same as today. The May Revise does contain a rosy outlook with the inclusion of language highlighting the implementation of SB 1. The May Revise provides estimates of new funding and outlines the development of guidelines for the incremental 0.5% increase in state sales on diesel fuel dedicated to the intercity and commuter rail services [approx. \$40M/year], and two programs supported through the increase in Vehicle License Fees (VLF): the Transit and Intercity Rail Capital (TIRCP) program [approx. \$245M/yr] and the Solutions for Congested Corridor Program [approx. \$250M/yr].

SCA 6 (Wiener)- Reduced Local Sales Tax Threshold for Transportation Projects **CCJPA POSITION:
SUPPORT**

Senate Constitutional Amendment 6 would reduce the voter threshold to 55% approval of voters for a proposition that would impose, extend or increase a special tax by a local government to provide funding for local transportation projects.

SCA 6 would allow the CCJPA to partner with regional transportation agencies, who stand to directly benefit from the passage/enactment of SCA 6, to address \$750 million capital improvement program that will support projected 50% increase in ridership demand on the Capitol Corridor trains over the next 10 years. The CCJPA sent a letter of support to the bill's author, Senator Scott Wiener, on March 20, 2017. *Status: As of May 25, the bill is being held in Sen. Approps. Comm. under submission.*

Cap and Trade Auction Results

On May 23, the California Air Resources Board (CARB) released the results for its latest Cap and Trade auction. The May quarterly auction accrued approximately \$512 million, bringing the year's total to just over \$893 million. These results represent a massive improvement over the March results of only \$8.1 million. As this auction represents the last one for FY 2016-2017, based on the allocation guidelines \$89 million will be available for the TIRCP competitive grant program.

Federal Legislation

FY2017 Federal Appropriations

Congress held numerous meetings during the month of April in anticipation of the expiration of the Continuing Resolution (CR) on April 28, 2017. To avoid a shutdown of the federal government, Congress passed an Omnibus spending bill for the remainder of FY17 (through September 30, 2017) that includes some individual FY17 funding bills, including provision within the THUD (US DOT) bill to finance Rail Title accounts from the FAST Act [up to \$68M for the CRISI (Rail Infrastructure); \$25M SOGR (State of Good Repair); and \$5M Rail Restoration/Enhancement].

While these funding appropriations are below the authorized levels in the FAST Act, it does represent a beginning in the investment by the federal government in state-supported IPR services. The CA IPR services stand to gain from the CRISI and SOGR accounts due to the available Cap and Trade TIRCP state matching funds as well as the numerous funding programs now available under SB1.

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 9, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: OVERVIEW OF DRAFT FY 17-18 CCJPA BUDGET - OPERATIONS, ADMINISTRATION, MARKETING

PURPOSE

To provide the CCJPA Board with an overview of the draft FY 17-18 budgets for service operations, marketing and administrative management for the Capitol Corridor service.

BACKGROUND

In preparation for the expected adoption of the CCJPA FY 17-18 Budget by the CCJPA Board of Directors at the September 20, 2017 meeting, staff has prepared a draft budget [administrative, marketing and operations] for FY 17-18 using the budget adopted from the Business Plan Update (Resolution 17-05) compared to the current FY 17 Amtrak operating contract budget.

Capitol Corridor (Train + Connecting Bus)	Current FY 16-17 Budget	Draft FY 17-18 Budget	Change	% Change
Amtrak Contract (a)				
Third Party Costs (Fuel, Host Railroad)	\$ 11,833,000	\$ 12,577,000	\$ 744,000	6.3%
Amtrak Operating Costs	\$ 49,454,000	\$ 51,582,000	\$ 2,128,000	4.3%
Revenues	\$ 29,558,000	\$ 32,902,000	\$ 3,344,000	11.3%
TOTAL-Amtrak Contract (Costs less Revenue)	\$ 31,729,000	\$ 31,257,000	\$ (472,000)	-1.5%
CCJPA Marketing	\$ 1,174,000	\$ 1,174,000	\$ -	0.0%
CCJPA Administrative Management	\$ 2,951,000	\$ 2,951,000	\$ -	0.0%
TOTAL CCJPA BUDGET	\$ 35,854,000	\$ 35,382,000	\$ (472,000)	-1.3%

(a) Assumes current service levels (30 weekday trains and 22 weekend trains) for FY 17-18.

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

Operations: Staff received the FY17 budget forecasts from Amtrak for the Capitol Corridor trains on March 31, 2017. The total Amtrak budget is projected to be \$31,257,000, a \$472,000 decrease [-1.5%] vs. the FY 16-17 Amtrak contract budget of \$31,729,000. This decrease in net operating expenses is due to increased ridership and revenues that offset projected increases in expenses (i.e., labor and fuel).

Overall, the total CCJPA FY 17-18 budget is expected to decrease by \$472,000 or -1.3% compared to the CCJPA's total FY 16-17 budget.

Any changes to the CCJPA's operating budget will be presented for adoption of the CCJPA FY18 Budget at the September 20, 2017 CCJPA Board meeting.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: June 9, 2017

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 through June 2017.

BACKGROUND

CCJPA maintains an ongoing listing of various capital projects led by CCJPA and those led by others who will have an effect on Capitol Corridor service. A more extensive list of all capital projects in all stages of development are presented annually in the required Business Plan Update document adopted by the CCJPA Board at its February meeting. The current list consists of active projects underway with secured capital funds

LISTING OF ACTIVE CCJPA or CCJPA PARTNER LED CAPITAL PROJECTS (May 2017)			
CCJPA Funding Lead Projects			
Project Name	Project Description/Benefits	Cost	Projected Completion
NorCal Service Optimization	Various studies to optimize service and operations to improve ridership, equipment utilization, customer convenience	\$ 400,000	Dec-19
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-18)	\$ 781,000	Oct-18
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	\$ 650,000	Dec-17
Security Cameras at Unstaffed Stations	Security cameras for Rocklin, Roseville, and Suisun stations	\$ 1,260,000	Sep-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	Dec-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	Design/ROW Jun- 2019 Construction Jun-2021
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	\$ 400,000	Dec-18
		CCJPA LED PROJECT TOTAL	\$ 102,311,000
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	Dec-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 - delay due to manufacturing faults	\$ 66,000,000	TBD
On-Board Information System	Caltrans led (CCJPA supported) on-train real-time passenger video and audio communications to satisfy ADA and provide new customer communication tool	\$ 22,700,000	Testing thru 2017, install thru 2019
		CCJPA PARTNER LED PROJECT TOTAL	\$ 218,660,000

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 9, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: DECEMBER 7, 2016 CAPITOL CORRIDOR 527 INCIDENT: AMTRAK INVESTIGATION AND SUBSEQUENT ACTIONS

PURPOSE

For the CCJPA Board to receive an overview from Amtrak on the service incident that occurred on Capitol Corridor train 527 on December 7, 2016 and the follow up actions based on its investigation.

BACKGROUND

There has been media coverage and reports from staff to the CCJPA Board Directors relating to this incident. This incident was discussed among CCJPA Board Directors at their most recent meeting on February 15, 2017. At today's meeting, the Board Directors will receive an overview from Amtrak relating to this incident. Some topics to be covered include:

- The timeline of events including any injuries to passengers and crew members and why the crew was not relieved until Martinez Station
- What actions/discipline were imposed on the crew
- What immediate protocols/procedures have been implemented to reduce and eliminate the repeat of such incidents
- What Amtrak is doing to assist the CCJPA to install PTC on the Capitol Corridor and other CA IPR services

Staff will discuss its working relationship with Amtrak including Amtrak's contractual obligations in the annual CCJPA/Amtrak operating agreement.

RECOMMENDATION

For information and discussion.



Date: June 15, 2017
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – June 2017

TO BE PROVIDED UPON RECEIPT OF MAY 2017 SERVICE PERFORMANCE RESULTS FROM AMTRAK

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 9, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (June 21, 2017 Meeting)

PURPOSE

To provide a report on work completed up to the June 21, 2017 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Business Plan Update (FY 2017-18 – FY 2019-20). Pursuant to CCJPA Resolution 17-05, the CCJPA Board adopted the FY 2016-17 – FY 2017-18 Business Plan Update at its February 15, 2017 meeting. After making some slight editorial revisions and minor adjustments to the Amtrak forecasts, staff completed the business plan update and submitted it to the Secretary of California State Transportation Agency on March 31, 2017.
- b. Addition of Tier 4 Charger Locomotives to Capitol Corridor Service/Northern California Rail Fleet. Over the last 3 years, new high performance, cleaner-burning diesel-electric locomotives have been manufactured at the Siemens facility in Sacramento. These new power units, named Chargers, meet the national specifications for service on the passenger rail routes and can operate at a maximum speed of 125 mph while meeting the EPA Tier 4 emissions requirements to minimize the release of health pollutants into the atmosphere. The production of the Chargers is part of a multi-state order for state intercity passenger rail services (California, Washington/Oregon, Illinois/Michigan/Indiana/Missouri/Wisconsin).

Six of these Chargers are assigned to the Northern California IPR fleet (Capitol Corridor and San Joaquins) to replace the current older Amtrak P-42 locomotives and arrived at the Oakland Maintenance Facility in April 2017. Numerous tests have been performed on these 6 units including dynamic testing along both route. The units were introduced into revenue testing on May 25, 2017 for a 30-day error-free trial period. If successful, these 6 Chargers will then be fully accepted and ready for revenue services along the NorCal IPR routes.

- c. May 22, 2017 Timetable Update (Connecting Buses only). On May 22, 2017, Capitol Corridor published updated schedules to reflect a number of changes to connecting buses that took place over the winter. The majority of changes were a result of the San Joaquins schedule change late last fall, as well as seasonal changes to select bus routes. Notices and schedules were updated on the website, including train platform and bus stop info post signs. Capitol Corridor increased quantities of its own printed schedule brochure for distribution on board trains and in stations.

- d. Marketing and Communications Activities (February – June 2017): The following work has been completed as part of the CCJPA’s FY2016-17 Marketing and Communications Programs:
- 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.
 - Seniors Ride Half Off Midweek is also currently in effect
 - Spring digital/print media buy will be focused on promoting Friends/Family 50% discount to families via parents publications in the Sacramento and San Francisco Bay Area.
 - Solicited proposals for advertising agency services. Vendor selected and will start work prior to end of fiscal year. Agency will be tasked with developing new creative campaign as well as development and execution of a media plan.
 - Publications and Promotions:
 - Completed May 22, 2017 Timetable change
 - Developed posters to promote Café Car service within stations and at platforms
 - Sacramento Kings/Comcast digital – promoted travel to/from Kings games from the Davis area
 - Live Nation/U2 Concert special train, May 17 – scheduled special late train to carry fans from Levi’s Stadium. Partnership included email communications to ticket holders, paid social media advertising, ticket giveaway contest. Ridership was 600 to and from the concert.
 - Events/Media Relations/Customer Communications
 - SF Beer Week – cross-promotion included promotion of travel to event via Capitol Corridor
 - Oakland A’s –partnership elements for the 2017 season are underway including 25% discount
 - Earth Day – participated in Oakland’s Earth Day event. Conducted social media engagement campaign themed around Earth Day.
 - Bike to Work Day Events – Held “Cappy Hour” events on board to celebrate Bike to Work Day, participated in Capitol Bike Fest in Sacramento, sponsored Chinook Book giveaway of Bike to Work Day.
 - Charger Locomotive Debut – held April 18th at the California State Railroad Museum, in conjunction with the California Passenger Rail Summit
 - Call Center Service hours – Call Center service hours have been reduced to Mon-Sat, 8am – 6pm, closed on Sundays. Shift in hours will allow for deeper staffing levels during peak call hours.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** June 9, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (June 21, 2017 Meeting)

PURPOSE

To provide an update on work in progress up to the June 21, 2017 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Sacramento-Roseville 3rd Track Phase 1 Design/ROW. On June 28 or 29, 2017, the California Transportation Commission (CTC) is expected to the state funds for the Sacramento-Roseville 3rd Track Phase 1 (SR3T Ph1) Project and to allow the final design and right-of-way (ROW) acquisition phases of the Project to commence. Presuming these funds are all awarded, the CCJPA has begun the advertisement for final design services via an RFSOQ (contingent on the CTC allocation of these funds) to complete the design phases. The schedule for the final design work and ROW acquisition is expected to last into early 2019. Award to the selected vendor is expected by mid-August 2017.
- b. Travel Time Savings Project. The Union Pacific has continued work on the track and signal improvements needed to implement faster train speeds between San Jose and Martinez. Once these improvements are complete, the Capitol Corridor will begin testing at the higher speeds in order to establish the total time savings available and publish a revised public timetable/schedule, which is projected to be by early 2018.
- c. Positive Train Control Update. As the deadline for Positive Train Control (PTC) implementation on December 31, 2018 grows closer, the Union Pacific Railroad has expanded testing of the PTC system to their entire California network as well as elsewhere in the Union Pacific system. The Union Pacific recently announced that the Amtrak trains operating on the Union Pacific route between Chicago and Saint Louis will be the first Amtrak trains to be tested on the Union Pacific PTC system. It is anticipated that testing in California will follow shortly. The CCJPA has requested additional information from UPRR on the expected installation and maintenance costs of PTC for the Capitol Corridor as well as the requirements for operators to begin testing of PTC-enabled passenger trains on UPRR tracks.

Installation of the PTC hardware (electronic equipment) on the state-owned rail equipment is currently complete for the Northern California intercity rail fleet (supporting the Capitol Corridor and San Joaquin trains) with all locomotives and cab cars equipped. Some software installation and programming remains, and will be completed in mid to late 2017 prior to beginning testing of the PTC system. Caltrain has begun testing their PTC system known as CBOSS, but they have not yet extended their testing to any other operating partners.

- d. Station Informational Frame Signs. The CCJPA staff has been working with BART to implement the installation of new station information display sign frames

- e. . The BART Board has authorized the use of an existing BART contractor, that is constructing similar signs at BART stations, to perform this work. Construction is anticipated to begin soon (likely June 2017).
- f. Capitol Corridor Station Bicycle eLocker Project and Folding Bicycle Rental. CCJPA has four bicycle activities underway as of this writing. On the installation of eLockers, there are just two stations, Great America and Oakland JLS station that have yet to receive eLockers. Staff is working with the City of Santa Clara and property management agency to complete the administrative process for the installation of these bike eLockers. CCJPA is also working with Amtrak to sell Bikelink cards at select stations to allow even easier use of the eLockers. CCJPA's test with a new interior car bicycle rack design that fits four bicycles instead of the usual three has received positive feedback. CCJPA has funding to outfit these racks in cars where the luggage rack design is in place and this retrofit will kick off in the coming weeks. On the Amtrak-owned Superliner cars, CCJPA is working with a designer to install floor mountable bicycle racks. And finally, CCJPA has issued a RFP for folding bicycle rental service at select stations and responses are due on that RFP on June 9, 2017.
- g. Vision and Service Planning Ad-Hoc Subcommittee: Vision Communications Plan Program. The CCJPA is hosting a megaregional rail planning workshop after this June 2017 CCJPA Board meeting. The Vision Communications Plan has transformed into a megaregional effort to define the future of passenger rail for Northern California. This effort has identified the need to draw attention to gaps in any governance authority within the NorCal passenger rail network. Thus, the purpose of the CCJPA workshop is to allow for the exchange of ideas in how to address this gap and identify a path forward towards collaboration amongst the many agencies (affected and interested) for the development of an expanded, coordinated passenger rail network. In parallel effort, the San Francisco Bay Area Rapid Transit District (BART) is interested in joining these discussions as part of its efforts to incorporate new conventional rail service in its review of an added Transbay crossing (Oakland-San Francisco). The synergies between these related crossing efforts means some megaregional organization is needed to match the BART effort. In addition, the Dumbarton Rail service concept, another east-west rail crossing, requires incorporation in a megaregional context. Previous Dumbarton Rail studies have been limited by jurisdictional boundaries and thus have not been designed to serve the markets that are needed. Taken together, CCJPA Board members have recognized a need across the NorCal Megaregion to convene the first steps toward answering this need. The workshop is designed to create a neutral and collaborative space for invited attendees from rail operators, mega-regional advocacy organizations, metropolitan planning organizations, and at the state level, to determine how "we" might organize initially to provide some megaregional rail planning structure.
- h. On-Board Information System (OBIS) Project. OBIS is nearing the completion of final design (mid-June). CCJPA and Caltrans staff inspected a working test-bed environment at the vendor's headquarters and held several other key meetings related to OBIS functions. The test train install will be on one trainset of Capitol Corridor equipment starting in September 2017 and run through the Thanksgiving holiday period. The test install will function as long as outfitted cars are in the same consist as the OBIS "brain" car (a café car). During this test period the flow and function of the messages, visual and audio systems, will be monitored and observed. Modifications as needed will be made and then the entire fleet will be installed starting in late 2017 or early 2018. Early estimates that the entire fleet may be completed sometime in late 2018.
- i. CCJPA Renewable Fuels Pilot Program. CCJPA staff began investigating the use of renewable diesel fuels after being introduced to the concept by peer staff in the Sacramento Metropolitan Air Quality Management District (SMAQMD). Renewable diesel (RD) provides roughly a 66% reduction in carbon lifecycle emissions over traditional petrol diesel and thus significantly reducing the GHG impact of locomotive emissions. The type of RD using in this pilot program is derived primarily of processed animal fat and is formulated to meet the same D975 fuel standards as traditional petrol

diesel. So, in concept, the RD used in this program should not be significantly different between the fuel used on the Capitol Corridor and San Joaquin trains today. The first step of the pilot program consisted of meetings with the CCJPA staff and the California Air Resources Board (CARB) staff to gain the concurrence from the locomotive engine manufacturers to initiate a testing period on the various Northern California fleet vehicles. Then as approved by the CCJPA Board, staff retained a consultant to develop and implement a testing plan and produce a program of documents. Currently CARB, CCJPA and Amtrak are now involved in emissions testing of RD. A new fuel tank is ordered and will be installed to allow a clean test to proceed. The first test, which will commence in July 2017, will be on a F59 locomotive (2005) and if the use of RD proves viable, a second test will be performed on one of the new Charger locomotives. If all tests show that RD is operationally suitable, the CCJPA will shift towards the use of RD for normal operations. The tests will be landmarks for all passenger rail services in California and if RD is viable, CARB may run lab-based emissions tests for RD locomotives to determine official emission rates.

- j. Proposed Extension of Capitol Corridor Trains to Salinas. Extension 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 for 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 daily round trips of passenger rail service.
- k. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA’s FY 2016-17 Marketing Programs:
- Advertising:
 - Working with newly selected advertising agency to develop new creative campaign, as well as multi-channel campaigns to support summer/fall offers, including Take 5 for \$5 on Weekends
 - Print and Digital Communications:
 - Updating Timetable templates and starting production for Fall timetable
 - Updating Capitol Corridor Ride Guide
 - Promotions:
 - Take 5 for \$5 on Weekends and will both be valid June – September
 - Online courses with UC Davis Extension will debut on our onboard wi-fi landing page
 - Media Relations/Customer Communications:
 - Planning for Rail Safety Month in September – collaborate with other JPA’s and Operation Lifesaver on activities
 - Gold Rush Days in Sacramento – exploring additional promotional tactics for travel to this event.

RECOMMENDATION

For information only