



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS
Wednesday, June 16, 2021 | 10:00 a.m. | Virtual**

Due to social distancing regulations in place, public participation will be via teleconference only.

You may join the CCJPA Board Meeting via Zoom as follows:

- Call 1-669-900-6833.
- Enter access code 988 6058 3494.

You may watch the Board Meeting live at www.capitolcorridor.org/ccjpa-board.

The full agenda packet, supplemental materials, and presentation materials will be available for download at www.capitolcorridor.org/ccjpa-board.

You may submit a public comment via the following methods:

- 1) Submit written comments:
 - Send email to ccjpaboard@capitolcorridor.org.
 - Indicate “Public Comment” as the subject line.
 - Please submit your comments as far in advance as possible. Emailed comments received by 2:00 pm on Tuesday, June 15th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*
- 2) Submit verbal comments:
 - Call 1-669-900-6833.
 - Enter access code 988 6058 3494.
 - Dial *9 to raise your hand when you wish to speak.
 - Public comment is limited to three (3) minutes per person, per item.

AGENDA

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|------|---|---------------|
| I. | Call to Order | |
| II. | Roll Call and Pledge of Allegiance | |
| III. | Report of the Chair | |
| | 1. Moment of Honor and Remembrance for our Colleagues at Valley Transportation Authority (VTA) | |
| IV. | Consent Calendar | <i>Action</i> |
| | 1. Approval of Minutes of the April 21, 2021 Meeting | |
| | 2. Amendment One to Fiscal Year 2021 CCJPA/Amtrak Operating Agreement | |
| | 3. Budget Modification - Oakland Maintenance Facility Diesel Exhaust Fluid Project | |
| | 4. Budget Modification – Stege Crossover and Signal Upgrade Project | |
| V. | Action and Discussion Items | |
| | 1. Fiscal Year 2021 Public Transportation Account (PTA) Funding | <i>Action</i> |
| | 2. Right-of-Way Safety and Security Program -Dedicated Special Agents on the Capitol Corridor Route | <i>Action</i> |
| | 3. Legislation and Funding – State and Federal | <i>Action</i> |
| | 4. California State Rail Plan Update | <i>Info</i> |
| | 5. Carquinez Strait High-Level Crossing Feasibility Study | <i>Info</i> |
| | 6. Capital Projects Update – Link21 | <i>Info</i> |

- 7. Managing Director's Report *Info*
- 8. Work Completed *Info*
 - a. Capitol Corridor Service Restoration and Return of Café Service – June 7, 2021
 - b. CCJPA Anti-Asian Racism Statement
 - c. Fleet-Greening Enhancement, New Tier 4 Charger locomotives
 - d. Corridor Conversations: Favorite Northern California Destinations
 - e. Marketing and Communications Activities (April 2021 – May 2021)
- 9. Work in Progress *Info*
 - a. South Bay Connect
 - b. Surfliner Door Panels Replacement
 - c. Davis Crossovers and Signal Replacement
 - d. Agnew Siding
 - e. California Integrated Travel Program (Cal ITP)
 - f. Upcoming Marketing and Communications Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 15, 2021 – Location TBD

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.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors

Minutes of the 121st Meeting

April 21, 2021

The 121st meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, April 21, 2021, via teleconference, pursuant to Governor Gavin Newsom's Executive Order N-29-20 and the California Shelter-in-Place mandate. Chair Saylor presided; Jacqueline R. Edwards, Recording Secretary.

I. Call to Order. Chair Saylor called the meeting to order at 10:01 a.m.

II. Roll Call and Pledge of Allegiance.

Directors present: Don Saylor, Yolo County Transportation District (YCTD); Raul Peralez, Santa Clara Valley Transportation Authority (SCVTA); Bevan Dufty, San Francisco Bay Area Rapid Transit District (BART); Lucas Frerichs, YCTD; Lisa Gillmor, SCVTA; Jeff Harris, Sacramento Regional Transit District (SRTD); Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Bruce Houdesheldt, PCTPA; John McPartland, BART; Steve Miller, (SRTD); Rebecca Saltzman, BART; Robert Raburn, BART; Jim Spring, Solano Transportation Authority (STA).

Absent: Directors Debora Allen, BART, Kerri Howell, SRTD, Janice Li, BART, and Harry Price, STA.

III. Report of the Chair. Chair Saylor gave instructions on the virtual meeting, accessing presentation materials online, Public Comments, and Board Members' remarks. Chair Saylor welcomed Director Sandy Amara, Placer County Transportation Planning Agency Alternate, Jacqueline Edwards, Recording Secretary, and Christopher Gan, Treasurer, for their new roles at CCJPA.

IV. Consent Calendar.

Director Raburn moved the adoption of Item IV.1, Approve Minutes of the February 17, 2021 Meeting; IV.2, Resolution No. 21-7, In the Matter of Suisun-Fairfield Lighting and Waiting Shelter Improvements; and Item IV.3, Resolution No. 21-8, In the Matter of Authorizing the CCJPA/Union Pacific Railroad (UPRR) Right-of-Way (ROW) Maintenance Agreement. Director Dufty seconded the motion.

The motions brought by Director Raburn and seconded by Director Dufty carried by unanimous roll call vote. Ayes: 13 – Directors Saylor, Peralez, Dufty, Frerichs, Gillmor, Harris, Holmes,

Houdesheldt, McPartland, Miller, Saltzman, Raburn, and Spering. Noes: 0. Absent: 4 – Directors Allen, Howell, Li, and Price.

V. Action and Discussion Items.

1. CCJPA FY 2021 Operations Budget Modification. Robert Padgett, Managing Director, gave opening remarks and presented the item, highlighting the proposed service increase and funding, and gave remarks about the equipment issues.

Chair Saylor invited questions or comments from the Board on item V.1. No comments were received.

Chair Saylor invited comments from the Public on Item V.1.

The following individuals addressed the Board:

Roland Lebrun
Mike Barnbaum

The item was discussed.

Director Saltzman moved the adoption of Resolution No. 21-9, In the Matter of Adopting the Updated CCJPA Fiscal Year 2021 Budget: Amtrack Operations – June – September 2021. Director Miller seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Saylor, Peralez, Dufty, Frerichs, Gillmor, Harris, Holmes, Houdesheldt, McPartland, Miller, Saltzman, Raburn, and Spering. Noes: 0. Absent: 4 – Directors Allen, Howell, Li, and Price.

2. CCJPA Draft Annual Business Plan Update (FY 2021-22 – FY 2022-23). Catherine Relucio, Manager of Budget and Administration, presented the item, highlighting long-term service expansion plans; Railroad Right-of-Way safety and infrastructure; service amenities; and marketing strategies.

The item was discussed.

Chair Saylor invited questions or comments from the Public on Item V.2.

Recording Secretary Edwards announced that two speakers would like to address the board.

The following individuals addressed the Board:

Mike Barnbaum
BART Director Elizabeth Ames

Director Houdesheldt moved the adoption of Resolution No. 21-10, In the Matter of Approving the Draft Fiscal Year 2021-22 to FY 2022-23 Annual Business Plan for the Capitol Corridor Joint Powers Authority. Director Raburn seconded the motion, which was carried by unanimous roll call vote, with the adoption of item V.2 carried by the required two-thirds vote. Ayes: 13 – Directors Saylor, Peralez, Dufty, Frerichs, Gillmor, Harris, Holmes, Houdesheldt, McPartland, Miller, Saltzman, Raburn, and Spering. Noes: 0. Absent: 4 – Directors Allen, Howell, Li, and Price.

3. The CCJPA/El Dorado Transit Authority Bus Service Agreement. Managing Director Padgett gave opening remarks. Managing Director Padgett gave opening remarks. Leonel (Leo) Sanchez, Deputy Managing Director, presented the item, highlighting Sacramento to South Lake Tahoe Commuter service; replacing the existing service; annual reduction of 40% in operating costs; and commuter pattern. Managing Director Padgett gave closing remarks.

Chair Saylor invited questions or comments from the Board on item V.3.

The item was discussed.

Director Raburn moved the adoption of Resolution No. 21-11, In the Matter of Authorizing the CCJPA/El Dorado Transit Authority Bus Service Agreement. Director Harris seconded the motion, which was carried by a unanimous roll call vote. Ayes: 13 – Directors Saylor, Peralez, Dufty, Frerichs, Gillmor, Harris, Holmes, Houdesheldt, McPartland, Miller, Saltzman, Raburn, and Spering. Noes: 0. Absent: 4 – Directors Allen, Howell, Li, and Price.

4. Legislative Matters/ Federal and State Funding. Managing Director Padgett presented the item, highlighting the FY2020 CARES Act Funding Expended; President Biden's Infrastructure Plan/American Jobs Plan; and Federal FAST Act Reauthorization. Chair Saylor gave remarks about the Ad Hoc Subcommittee Meeting in March.

Chair Saylor invited questions or comments from the Board and the Public on item V.4. No comments were received.

Director Holmes moved the adoption of Resolution No. 21-12, In the Matter of Authorizing the Requests for Federal Funding Support for the Agnew Siding Project. Director Gillmor seconded the motion, which was carried by a unanimous roll call vote. Ayes: 13 – Directors Saylor, Peralez, Dufty, Frerichs, Gillmor, Harris, Holmes, Houdesheldt, McPartland, Miller, Saltzman, Raburn, and Spering. Noes: 0. Absent: 4 – Directors Allen, Howell, Li, and Price.

5. Capital Projects Update. Managing Director Padgett gave opening remarks and introduced Joel Cox, Manager of Engineering, who presented the item, highlighting the Davis Crossover and Signal Project, and David Depot Platform Upgrade.

Chair Saylor invited questions or comments from the Board on Item V.5. No comments were received.

6. Oakland Waterfront Ballpark District Project. Draft Environmental Impact Report: CCJPA Comment Letter. Managing Director Padgett gave opening remarks and introduced Adrian Guerrero, General Director of Public Affairs, Union Pacific (UP), and Jim Allison, Manager of Planning. Guerrero, General Director of Public Affairs provided background information about the concerns about pedestrian access and presented a digital animation video. Allison, Manager of Planning presented the 180-degree at-grade access across the mainline tracks; rail crossing mitigation; and safety concerns. Managing Director Padgett gave closing remarks.

Chair Saylor invited questions or comments from the Board on Item V.6.

Item was discussed.

Director Dufty exited the Meeting.

Recording Secretary Edwards announced that five public speakers would like to address the Board.

The following individuals addressed the Board:

Roland Lebrun
Mike Barnbaum
BART Director Elizabeth Ames
Dave Campbell
Mike Jacob

Item was discussed.

7. Managing Director's Report. Managing Director Padgett gave opening remarks and introduced Karen Baker who presented the Anti-Asian/Pacific Islander Violence Statement and where this statement will be posted online. Managing Director Padgett discussed where Capitol Corridor's ridership and service performance; fatalities; Corridor Conversations: JPA Roundtable; and the Customer Service Report.

Chair Saylor invited questions or comments from the Board on Item V.7. No comments were received.

8. Work Completed and 9. Work in Progress. Managing Director Padgett announced that Items V.8 and V.9 would be brought before the public for comments and questions.

Chair Saylor invited comments for Items V.8 and V.9. No comments were received.

VI. Board Member Reports. Chair Saylor invited Board Member reports. No reports were received.

VII. Public Comment. Chair Saylor invited comments from the public.

Recording Secretary Edwards announced that there is one public speaker who would like to address the Board.

Roland Lebrun addressed the Board.

VIII. Adjournment. The Meeting adjourned at 11:47 a.m.

Next Meeting Date: 10:00 a.m., June 16, 2021.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Amendment 1 of the CCJPA/Amtrak Fiscal Year 2021 Operating Agreement

PURPOSE

For the CCJPA Board to authorize the execution of Amendment 1 of the Fiscal Year 2021 (FY 21) CCJPA/Amtrak Operating Agreement.

BACKGROUND

For the first four months of FY 2021, October 2020 through January 2021, Amtrak train and bus services were provided under the prior year FY 20 Operating contract's continuation clause which aligns with the initial Amtrak Operations funding allocation received from the California State Transportation Agency (CalSTA) for the four-month period (Resolutions 20-19 and 20-18, November 18, 2020).

Pursuant to receiving a second Operations funding allocation from CalSTA for the remaining eight months of FY 2021, February through September 2021, the CCJPA Board authorized the execution of the FY 2021 CCJPA/Amtrak Operating Agreement (Resolution 21-3 and 21-4, February 17, 2021) to align with the eight months of funding received. The FY 2021 Operating Contract provides temporary reduced train service (16 weekday and 10 weekend trains) that has been in place since June 2020 due to the COVID-19 pandemic.

In March 2021, President Biden signed the American Rescue Plan Act of 2021 which provided additional relief funding to Amtrak for the State-supported services, allocating \$13.4 million to offset costs and reduced revenue for Capitol Corridor.

Due to the additional federal relief funding, positive ridership trends as a result of vaccination progress in the region, and anticipated increased ridership demand in the summer, Capitol Corridor will increase service to 22 weekday trains and 18 weekend trains, as well as reinstate food service onboard the trains, effective June 7, 2021. A third approval letter for FY 2021 Amtrak Operations approves the service increase and provides modified budget from CalSTA for the final four months of the fiscal year, June – September 2021 (Resolution 21-9, April 21, 2021).

At this time, we are requesting approval from the CCJPA Board to execute Amendment 1 of the FY 21 Operating Agreement to increase service levels to 22 weekday and 18 weekend trains, to restore Onboard Services, to align with the budget and funding provided by the State and approved by the Board at the April 2021 meeting (Resolution 21-9), and to incorporate federal COVID relief funding from federal American Rescue Plan Act of 2021.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the execution of Amendment 1 of the FY 2021 CCJPA/Amtrak Operating Agreement to increase service levels to 22 weekday and 18 weekend trains, to restore Onboard Services, to align with the budget and funding provided by the State and approved by the Board at the April 2021 meeting (Resolution 21-9), and to incorporate federal COVID relief funding from federal American Rescue Plan Act of 2021.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution 21-13

In the Matter of Approving

Amendment One of the FY 2021 Operating Agreement for the Provision of Rail Passenger Service between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority

WHEREAS, as of February 1, 2021, the National Railroad Passenger Corporation ("Amtrak") and Capitol Corridor Joint Powers Authority ("CCJPA") entered into an Agreement for the provision of intercity passenger rail ("IPR") service and connecting bus service by Amtrak under CCJPA's direction; and

WHEREAS, the FY 2021 Operating Agreement provides for the provision by Amtrak of intercity passenger rail ("IPR") service on the Capitol Corridor route and connecting bus service under CCJPA's direction upon the terms and for the budget set forth therein; and

WHEREAS, on September 23, 2020, CCJPA received the FY 2021 Amtrak Operations allocation from CalSTA for October 2020 – January 2021 (four months) in the amount \$18,501 incorporating the Federal CARES Act funding and FY 2020 Surplus Operating funds to support the temporary reduced service operations under specific operating requirements in the first four months of FY 2021; and

WHEREAS, at the February Board meeting, the CCJPA Board adopted the CCJPA FY 2021 Amtrak Operating budget for the months of February – September 2021, in the amount of \$25.39 million, funded by \$2.22 million in remaining FY 2020 surplus operations funding, \$9.77 million in FY 2021 Operating funding from CalSTA, and offset by \$13.4 million in FY 21 federal emergency relief funds provided to Amtrak.; and

WHEREAS, at the April meeting, the CCJPA Board authorized the restoration of train service to 22 weekday and 18 weekend trains, as well as reinstatement of onboard food service, and also authorized additional FY 21 Operations funding in the amount of \$2.82 million and \$13.4 million in American Rescue Plan Relief funding provided to Amtrak to offset Capitol Corridor operations costs; and therefore be it

RESOLVED that the CCJPA Board authorize the execution of Amendment 1 of the FY 2021 CCJPA/Amtrak Operating Agreement which increases train service levels to 22 weekday and 18 weekend trains and restores food service effective June 7, 2021, as well as incorporates the use of federal COVID relief funding from the American Rescue Plan Act of 2021.

AND BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Jacqueline R. Edwards Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Budget Modification: Oakland Maintenance Facility Diesel Exhaust Fluid Storage and Dispensing Project

PURPOSE

For the CCJPA Board to authorize an administrative budget action to revise the budget for the Oakland Maintenance Facility Diesel Exhaust Fluid Storage and Dispensing Project.

BACKGROUND

Diesel Exhaust Fluid (DEF) is used during the operation of the new Charger locomotives currently in service on the Capitol Corridor route. The DEF is currently added to the tanks of the Charger locomotives during refueling and servicing at the Oakland Maintenance Facility using a temporary system of tanks, pumps, and hoses. This temporary system needs to be upgraded in order to properly service locomotives at this facility and to provide a permanent system at this site.

The CCJPA has been pursuing the design of a DEF storage and dispensing system to be installed at the Oakland Maintenance Facility (the “Project”). In November 2019, through Resolution 19-25, the CCJPA Board authorized the use of combined funding in the amount of \$150,000 to complete the design of a new DEF storage and dispensing system. The work of designing the Project to date has uncovered the need to design some features that were not previously identified. The need for this additional design work has resulted in the need for a revised budget of \$235,000.

CCJPA staff has identified additional Revenue Above Budget (RAB) funding in the amount of \$85,000 that can be made available for the Project, bringing the modified project budget to \$235,000.

Capitol Corridor staff has identified funding for the expected Project costs:

Funding Source	Approved Budget November 2019	Revised Budget May 2021
FY16 Capitol Corridor Reinvestment Program (CCRP)	\$85,000	\$85,000
Revenue Above Budget (RAB)	65,000	\$150,000
Total Project Budget	\$150,000	\$235,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$235,000 to implement the Project and authorize the CCJPA Executive Director or his designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution 21-14

Authorizing a Budget Revision for the
Diesel Exhaust Fluid Storage and Dispensing System for the
Oakland Maintenance Facility /

WHEREAS, Diesel Exhaust Fluid (DEF) is used during the operation of the new Charger locomotives currently in service on the Capitol Corridor route; and

WHEREAS, replacement of the existing temporary storage and dispensing system is needed to continue servicing the locomotives at the Oakland Maintenance Facility; and

WHEREAS, the CCJPA Board previously approved the design of a permanent DEF storage and dispensing system for the Oakland Maintenance Facility (the “Project”) with a budget of \$150,000 in FY16 Capitol Corridor Reinvestment Program funds and Revenue Above Budget Funds; and

WHEREAS, the need for additional design work has been uncovered, and therefore the project budget has been increased to \$235,000; and

WHEREAS, the CCJPA has identified additional Revenue Above Budget funds in the amount of \$85,000 to complete the project; and therefore be it

RESOLVED, that the CCJPA Board does hereby approve the revised Project budget for an amount not to exceed \$235,000 detailed as follows:

Funding Source	Approved Budget November 2019	Revised Budget May 2021
FY16 Capitol Corridor Reinvestment Program (CCRP)	\$85,000	\$85,000
Revenue Above Budget (RAB)	65,000	\$150,000
Total Project Budget	\$150,000	\$235,000

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or his designee to execute all necessary and appropriate actions for the implementation of the Project.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Jacqueline R. Edwards Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Budget Modification: Stege Crossover and Signal Upgrade Project

PURPOSE

For the CCJPA Board to authorize a revised scope and budget modification for the Stege Crossover and Signal Upgrade Project.

BACKGROUND

The CCJPA Board, through Resolution 19-09 (June 19, 2019), authorized the use of a special allocation of PTA funds to improve the railroad signal system at Stege CA (the “Project”). Stege is located between Richmond and Berkeley along the Union Pacific Railroad main line. This Resolution authorized a budget of \$1,050,000 in Public Transportation Account (PTA) funding for CCJPA’s cost share for the Project.

Revised Scope

Capitol Corridor and Union Pacific Railroad have reached an agreement to increase the scope and cost sharing for this Project. The revised scope proposes replacement of two existing slow-speed crossovers with compatible higher-speed crossovers within the control point at Stege. Two of the existing crossovers at Stege are limited to 10 MPH diverging speed; the other two are capable of 40 MPH diverging speed. With higher diverging speeds up to 40 MPH, trains using this crossover will be subject to less delay between Richmond and Berkeley and will result in greater on-time performance reliability for Capitol Corridor trains and improved passenger satisfaction.

Proposed Funding Plan

The total project cost is expected to be \$6,266,000. Because the upgrade of the track crossovers primarily benefits the passenger service, the Capitol Corridor would be responsible for the cost of the track improvements. CCJPA and UPRR have agreed to share the cost of the signal system improvement for the amount of \$920,000 each. Therefore, the CCJPA’s fund share for this project would be \$5,346,000, including the prior approved budget of \$1,050,000. Staff has identified a combination of State Rail Assistance (SRA) Cycle 1 and Cycle 2 funds and additional PTA funding from Caltrans. If CCJPA is not successful in securing the additional PTA funding, SRA funds will be used instead.

The proposed funding plan for the Project is:

Funding Source	CCJPA Funding	UPRR Partner Funding
Approved Budget June 2019		
Public Transportation Account (PTA)	\$1,050,000	
Budget Modification June 2021		
UPRR Partner Funding		\$920,000
State Rail Assistance Cycle 1 & Cycle 2 - pending	\$2,276,000	
Round 2 FY Public Transportation Account (PTA) - pending	\$2,020,000	
Total Revised Budget	\$5,346,000	\$920,000

Total Project Budget \$6,226,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$5,346,000 to implement the Project and authorize the CCJPA Executive Director or his designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution 21-15

Authorizing a Budget Revision for the
Stege Crossover and Signal Upgrade Project /

WHEREAS, the CCJPA Board, through Resolution 19-09 previously authorized a budget of \$1,050,000 to improve the railroad signal system at Stege CA(the “Project”); and

WHEREAS, Capitol Corridor staff have been working with the Union Pacific Railroad and have reached an agreement to increase the scope and on cost sharing for this Project; and

WHEREAS, by replacing the two slow-speed crossovers at this control point with compatible higher-speed crossovers, all diverging moves at this crossover can safely be made at 40 MPH; and

WHEREAS, with higher diverging speeds, trains using this crossover will be subject to less delay between Richmond and Berkeley; and

WHEREAS, the result will be greater on-time performance reliability for Capitol Corridor trains and thus greater passenger satisfaction; and

WHEREAS, the total Project cost is now expected to be \$6,266,000 with a Capitol Corridor share of the costs being \$5,346,000; and

WHEREAS, the CCJPA has identified \$5,346,000 of funds that can be used to complete this Project and therefore be it

RESOLVED, that the CCJPA Board does hereby approve the revised Project budget for an amount not to exceed \$5,346,000;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or his designee to execute all necessary and appropriate actions for the implementation of the Project.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Jacqueline R. Edwards Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Fiscal Year 2020-21 Public Transportation Account (PTA) Funding

PURPOSE

For the CCJPA Board to approve two project budgets expected to be funded by FY 2020-2021 Public Transportation Account Funding (PTA) made available by the California Department of Transportation (Caltrans) – the Enterprise Asset Management System and In-Car Air Purifier projects.

BACKGROUND

Caltrans, Division of Rail and Mass Transportation, has notified the three intercity passenger rail joint powers authorities (JPAs) in California (CCJPA, SJJPA, and LOSSAN) that unexpended FY 2020-21 Public Transportation Account (PTA) funds are available to support operations and capital projects that can be completed within a three-year period. The funding is available due to the federal COVID relief funding that was provided to offset revenue loss due to the COVID-19 pandemic. The JPAs were asked to submit a list of potential projects for the available funding that meet the following criteria.

Of the projects that were submitted by the JPAs and vetted by a team of State and JPA executives and staff, two of the four projects selected to move forward for this Round 1 of PTA Funding were proposed by CCJPA and if funded, will be sponsored by CCJPA. The following two projects are proposed to be led and sponsored by CCJPA staff, with support from Caltrans, SJJPA, and LOSSAN.

1. Enterprise Asset Management System (EAMS): \$3 million

The purpose of the EAMS project is to procure a state-owned EAMS and bring fleet asset management in-house, away from Amtrak. Benefits of an in-house EAMS include increased efficiency of fleet maintenance, providing better equipment availability, better contractor accountability, and equipment warranty protection. The CCJPA has been identified as the project's sponsor and is assisted by the EAMS Task Force comprised of staff from Caltrans, CCJPA, SJJPA, and LOSSAN, to coordinate the assessment, procurement, and implementation of the EAMS system on behalf of the State. The initial project budget is \$3 million and expected to be funded by FY 2020-21 PTA funds.

2. In-Car Air Purifiers: \$2.4 million

CCJPA has proposed to procure and install an on-board filter within the HVAC system to kill pathogens, which would provide health benefits not just related to COVID but long-term against any other airborne disease (annual flu, colds, and other contagious illnesses). Implementation of the in-car air purifier system is expected to make passengers feel more comfortable riding on trains which is expected to improve ridership along with the state-wide marketing strategy currently underway. The original request was submitted by CCJPA and has been modified to include all the California JPAs. The project, if approved, will be sponsored and led by CCJPA with support from Caltrans and the JPAs, with an initial project budget of \$2.4 million in FY 2020-21 PTA funds.

As the project scopes are further defined and funding is awarded by the State, CCJPA staff will provide future updates to the CCJPA Board.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve the Enterprise Asset Management System and In-Car Air Purifier projects with initial project budgets in the amount of \$3 million and \$2.4 million respectively, if awarded PTA funds by the State of California for these projects; and authorize the CCJPA Executive Director or his designee to execute all necessary and appropriate actions for the implementation of these projects upon approval as to form by CCJPA legal counsel.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution 21-16

Authorizing Budgets for Enterprise Asset Management
System and In-Car Air Purifiers funded by Public Transportation Account Funding/

WHEREAS, federal COVID-19 funding has been provided Amtrak to offset revenue loss and costs required to operate the State-Supported services through the FY 2020 Federal CARES Act, Federal COVID Relief Bill signed in December 2021, and American Rescue Plan Act of 2021; and

WHEREAS, as a result of the federal COVID relief funding provided to Caltrans, Division of Rail and Mass Transportation, the three intercity passenger rail joint powers authorities (JPAs) in California (CCJPA, SJPA, and LOSSAN) were advised by Caltrans that unexpended FY 2020-21 Public Transportation Account (PTA) operational funds are available to support operations and capital projects as a result of the federal relief funding received; and

WHEREAS, CCJPA and the California JPAs submitted proposed projects that were considered and vetted by a team of State and JPA executives and staff; and

WHEREAS, two of the four projects selected to move forward for this Round 1 of PTA Funding were proposed by CCJPA and if funded, will be sponsored by CCJPA; and

WHEREAS, the initial project budget for the Enterprise Asset Management System (EAMS) is \$3 million in PTA funds and would allow CCJPA staff to procure a state-owned EAMS and bring fleet asset management in-house, away from Amtrak; and

WHEREAS, the initial project budget for the In-Car Air Purifiers project is \$2.4 million in PTA funds and would allow CCJPA to procure and install an on-board filter within the HVAC system to kill pathogens, which would provide health benefits and make passengers feel more comfortable riding on trains; and therefore be it

RESOLVED, that the CCJPA Board approve the Enterprise Asset Management System and In-Car Air Purifier projects with initial project budgets in the amount of \$3 million and \$2.4 million respectively, if awarded PTA funds by the State of California for these projects;

AND BE IT FURTHER RESOLVED, that the CCJPA Board authorize the CCJPA Executive Director or his designee to execute all necessary and appropriate actions for the implementation of these projects upon approval as to form by CCJPA legal counsel.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Jacqueline R. Edwards Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Right-of-Way Safety and Security Program – Dedicated Special Agents on the Capitol Corridor Route

PURPOSE

For the CCJPA Board to receive an update on the Right-of-Way (ROW) Safety and Security Program and to approve a project budget for dedicated Special Agents assigned to the Capitol Corridor route.

BACKGROUND

The CCJPA experiences illegal dumping and trespasser incidents in many areas along the Capitol Corridor route. This has resulted in injuries and fatalities to trespassers, delays to train service, damage to equipment and property, and additional costs to the service. The CCJPA continues to pursue education and enforcement activities to dissuade the public from trespassing on the tracks. Experience has shown that cleanup activities, fencing and other security improvements are helpful to keep people off the tracks. These actions help decrease trespasser fatalities as well as delays caused by debris on the tracks.

In December of 2017, CCJPA and UPRR partnered together to develop a program to identify and mitigate safety/security concerns along the UPRR ROW. The ROW program includes maintenance, safety, and security improvements funded by State Rail Assistance (SRA) funding to reduce trespasser access, address vegetation overgrowth, add and repair security barriers/fences, and remove homeless encampments along the ROW, including:

- UPRR contracted maintenance company for ROW cleanup
- Expanded metal security fencing
- Rip rap or other similar ground cover material
- Security pipe gates

At its April 21, 2021 meeting, the CCJPA Board authorized a continuation of the ROW safety enhancement program in the amount of \$1.4 million per year or a total not-to-exceed budget of \$7 million in State Rail Assistance (SRA) Cycle 2 funding for the five-year program (Resolution 21-8).

At the June 16, 2021 meeting, we are requesting approval from the CCJPA Board to expand the ROW Safety and Security Program to include the addition of two dedicated UPRR Special Agents who are sworn UPRR officers. While prior ROW safety budget authorizations are focused on cleaning up the ROW and reduce incidents, this program enhancement will help to ensure that problems do not resurface. The Special Agents would be responsible for responding to incidents along the Capital Corridor route and providing improved safety and security services. The goal is to significantly enhance safety and security and to improve incident response times. The program is also expected to improve Capitol Corridor's On-Time-Performance through a decrease in trespasser incidents and illegal dumping activities. The proposed budget for the project is \$500 thousand per year for a not-to-exceed budget amount of \$2.5 million for a five-year period.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed budget of \$2.5 million for a five-year period, or \$500 thousand per year, to provide ROW enhanced safety and security services along the ROW through the hiring of dedicated UPRR Special Agents, and authorize the CCJPA Executive Director or his designee to enter into agreements for the implementation of the Project subject to approval as to form by CCJPA's legal counsel.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution 21-17

In the matter
Authorizing Union Pacific Railroad (UPRR) Special Agents
On Capitol Corridor Route/

WHEREAS, the passage of Senate Bill 1 has provided CCJPA with State Rail Assistance (SRA) funding for an initial three years to support the CCJPA/UPRR Right-Of-Way (ROW) safety program through March 31, 2021 to implement safety and security improvements to reduce trespasser access; and

WHEREAS, the success of the ROW safety partnership has demonstrated that cleanup activities, fencing, and other security and safety improvements are effective ways to decrease trespasser fatalities and delays caused by trespasser incidents and debris on the tracks; and

WHEREAS, at the April meeting, the CCJPA Board authorized a budget of not-to-exceed \$1.4 million dollars per year (or \$7 million for the five-year program) in SRA funding to continue the ROW safety program (Resolution 21-8); and

WHEREAS, CCJPA and UPRR will expand the CCJPA/UPRR ROW safety and security program to include the addition of two dedicated UPRR Special Agents who are sworn UPRR officers responsible for responding to incidents along the Capital Corridor route and providing improved safety and security services so that problems do not resurface; and

WHEREAS, the goal of this program enhancement is to significantly enhance safety and security, improve incident response times, and further improve Capitol Corridor's On-Time-Performance through a decrease in trespasser incidents and illegal dumping activities; and therefore be it

RESOLVED, that the CCJPA Board approve a not-to-exceed budget of \$2.5 million in State Rail Assistance funding for a five-year period, or \$500 thousand per year, to provide ROW enhanced safety and security services along the ROW through the hiring of dedicated UPRR Special Agents; and

BE IT FURTHER RESOLVED, that the CCJPA Board authorizes the CCJPA Executive Director or his designee to enter into agreements for the implementation of the Project subject to approval as to form by CCJPA's legal counsel.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Jacqueline R. Edwards Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: State & Federal Legislation and Funding Update

PURPOSE

To provide the CCJPA Board with an overview of the legislative and funding matters affecting Capitol Corridor service.

State Legislation and Funding

FY 2021-22 State Budget, May Revise

On May 18, 2021, Governor Newsom released his updated Fiscal Year 2021-22 budget ("May Revise"), based on the latest economic forecasts available. California is already leading the country in our intercity passenger rail investments and we expect that, with this additional funding, we will be in a solid position to also leverage emerging Federal programs focused on intercity passenger rail. Building upon the more than \$18 billion in investments proposed in the Governor's Budget, the May Revise proposes over \$11 billion in new state transportation investments.

The May revise stands in stark contrast to the budget one year ago, when the state projected a deficit of \$54 billion. The Governor reports a projected \$75.7 billion surplus and when combined with over \$25 billion in federal relief, will support his \$100 billion economic stimulus known as the "California Comeback Plan."

The State Constitution requires the new fiscal year budget to be adopted by June 15. It is expected the Legislature will meet this timeline. The CCJPA, with SF Bay Area Rapid Transit, has sent a letter of support regarding the May Revise to the budget chairs for the State Senate and State Assembly. It is including following this memo in the Board packet. CCJPA has commenced planning discussions on potential improvements to the Capitol Corridor service that can be implemented through these funding opportunities. We will monitor the funding announcements and update the CCJPA Board as we move forward.

Below are highlights of the May Revise and specific spending categories relevant to CCJPA.

Transit & Transportation

Building upon the more than \$18 billion in investments proposed in the Governor's Budget, the May Revise proposes over \$11 billion in new state transportation investments to lead to an equitable recovery that will competitively position the state to pursue significant federal investment that aligns with the American Jobs Plan and other federal budget priorities.

This includes:

- \$1.4 billion for zero-emission buses and trucks
- \$407 million for zero-emission rail and transit equipment purchase and infrastructure
- \$1 billion for transit and rail projects statewide that improve connectivity between state and regional/local services
- \$4.2 billion to the state High-Speed Rail Project
- \$2 billion for state highway rehabilitation and local roads and bridges
- \$500 million to advance active transportation projects
- \$500 million to support high priority grade separations and crossing improvements
- \$1 billion to deliver critical projects in time for the 2028 Olympic Games.

This investment builds on the \$3.2 billion in funding for zero-emission vehicle deployments as proposed by the Governor. We expect that this investment will offer CCJPA and the other California intercity passenger rail providers the opportunity to accelerate a shift to zero emission technology with the goal to complete this transition by 2035.

State Transit Assistance

The May Revise shows a significant turnaround in revenue support for core transit programs. Initially, the January Budget estimated the State Transit Assistance (STA) program would receive approximately \$667 million in FY 2021-22. Now, the program is projected to see revenues of approximately \$786 million, an increase of about \$119 million.

Cap & Trade Programs

Cap and Trade funding has also remained stable. The Low Carbon Transit Operations Program is expected to provide \$106 million, distributed using the STA formula. The Transit and Intercity Rail Capital Program is expected to receive approximately \$487 million in FY 2021-22, as transportation improvement fee (TIF) revenues also remain steady.

Climate Change and Resilience

The May Revision proposes \$11.8 billion in investments over multiple years to address and reduce the state's multi-faceted climate risks, ranging from water supplies, wildfires, heat, and sea-level rise.

The Governor's May Revise invests \$1.8 billion in Fiscal Year 2021-22 in non-General Fund revenue to support zero-emission vehicle deployment, including zero-emission transit vehicles and freight equipment. This funding is sourced primarily from Cap-and-Trade revenues and provides an additional \$826 million relative to the January budget. The May Revise notes that this investment in zero-emission vehicle deployment will reach \$3.2 billion over three years.

Details below.

Zero Emission Vehicle Package

(\$ in Millions)

Investment Category	Department	Program	Governor's Budget	May Revision 2021-22	Total 2021-22
Low Carbon Transportation & ZEV Strategy	Air Resources Board	Clean Trucks, Buses & Off-Road Equipment	\$315	\$87	\$402
		Clean Cars 4 All & Transportation Equity Projects (\$400 million total)	\$150	\$0	\$150
		Clean Vehicle Rebate Project (\$400 million total)	\$0	\$134	\$134
	Air Resources Board & California Energy Commission	Drayage Trucks & Infrastructure (\$470 million total)	\$0	\$160	\$160
		Drayage Pilot Project	\$0	\$65	\$65
		Transit Buses & Infrastructure (\$290 million total)	\$0	\$100	\$100
		School Buses & Infrastructure (\$450 million total)	\$0	\$150	\$150
	California Energy Commission	Clean Transportation Program/ ZEV Infrastructure	\$500	(\$500)	\$500
		ZEV Manufacturing Grants (\$250 million total)	\$0	\$125	\$125
	GO-Biz	ZEV Market Development Strategy	\$0	\$5	\$5
Total			\$965	\$826	\$1,791

The May Revise shows a significant turnaround in revenue support for core transit programs. Intercity and Commuter Rail would receive an estimated \$259 million in FY 2021-22 (an increase of approximately \$45 million). Cap and Trade funding has remained stable. The Low Carbon Transit Operations Program is expected to provide \$106 million, distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$487 million in FY 2021-22, as transportation improvement fee (TIF) revenues also remain steady.

A breakdown of these revenue totals follows.

Estimated Transit Funding (May 2021)							
Source	2020-21 (2020 GB)	2020-21 (2021 GB)	2020-21 (2021 MR)	Forecast Change (2020 GB to 2021 MR)	2021-22 (2021 GB)	2021-22 (2021 MR)	Forecast Change (2021 GB to 2021 MR)
STA							
Base (2.375%)	\$225,281	\$172,965	\$178,453	(\$46,828)	\$179,263	\$215,876	\$36,614
Gas Tax Swap (1.75%)	\$155,684	\$118,716	\$123,524	(\$32,160)	\$123,356	\$151,099	\$27,743
SB 1 (3.5%)	\$311,288	\$237,431	\$247,048	(\$64,241)	\$246,712	\$302,197	\$55,485
STA SOGR (TIF)	\$112,000	\$114,067	\$114,067	\$2,067	\$117,489	\$117,489	\$0
Total	\$804,253	\$643,178	\$663,091	(\$141,162)	\$666,820	\$786,661	\$119,841
INTERCITY & COMMUTER RAIL							
Base (2.375%)*	\$225,281	\$172,965	\$178,453	(\$52,317)	\$179,263	\$215,876	\$36,614
SB 1 (0.5%)	\$44,470	\$33,919	\$35,293	(\$10,551)	\$35,245	\$43,171	\$7,926
Total	\$269,751	\$206,883	\$213,746	(\$62,868)	\$214,507	\$259,047	\$44,540
LCTOP							
Cap & Trade (5.0%)**	\$114,666	\$100,000	\$110,000	(\$14,666)	\$106,000	\$106,000	\$0
Total	\$114,666	\$100,000	\$110,000	(\$14,666)	\$106,000	\$106,000	\$0
TIRCP							
Cap & Trade (10.0%)**	\$233,408	\$200,000	\$220,000	(\$33,408)	\$213,000	\$213,000	\$0
SB 1 (TIF)	\$261,000	\$266,155	\$266,155	\$5,155	\$274,140	\$274,140	\$0
Total	\$494,408	\$466,155	\$486,155	(\$28,253)	\$487,140	\$487,140	\$0
LTF							
Sales and Use Tax (.25%)	\$1,993,621	\$1,822,723	\$1,902,270	(\$91,351)	\$1,807,441	\$2,010,268	\$202,827
Total	\$1,993,621	\$1,822,723	\$1,902,270	(\$91,351)	\$1,807,441	\$2,010,268	\$202,827
* Funds also used for other Caltrans purposes							
**Amount reflects auction revenues for the Fiscal Year							

Sources: BART government affairs team California Transit Association's Funding Update

Federal Legislation and Funding

Fixing America's Surface Transportation (FAST) Act Reauthorization

The Fixing America's Surface Transportation (FAST) Act enacted in December 2015 will expire on September 30, 2021.

On June 4, 2021, House T&I Committee Chair DeFazio announced the release of the Committee's five-year, \$547 billion surface transportation reauthorization bill. It is called the Investing in a New Vision for the Environment and Surface Transportation in America or "INVEST in America Act." [Here is the link to full text of the proposed INVEST bill.](#)

On Thursday, June 10th the Senate Commerce Committee released the Surface Transportation Investment Act which authorizes \$78 billion over five years to address key infrastructure and safety priorities broken out as follows: \$36 billion for rail, \$27.8 billion for multimodal grant programs and \$13 billion for safety programs. [A summary of the legislation is available here.](#)

The House version would provide substantially more funding for passenger rail over the next five years. See the chart below.

Federal Surface Reauthorization Proposals (House INVEST Act and Senate Surface Transportation Investment Act) - in Millions						
	FY 19 FAST Act Authorized (P.L. 114-94)	House T&I Proposed INVEST FY2022	5 YEAR TOTAL House T&I INVEST	Senate Commerce Proposed FY 2022	5 YEAR TOTAL Senate Commerce	Proposed House INVEST vs Proposed Senate bill
Consolidated Rail Infrastructure and Safety (CRISI)	\$255.0	\$1,200.0	\$7,000.0	\$1,000.0	\$5,000.0	\$2,000.0
Federal State Partnership for State of Good Repair (House) and Federal-State Partnership for Intercity Passenger Rail Grants (Senate)	\$300.0	\$0.0	\$0.0	\$1,500.0	\$7,500.0	-\$7,500.0
Restoration and Enhancement	\$20.0	\$20.0	\$100.0	\$50.0	\$250.0	-\$150.0
Passenger Rail Improvement, Modernization, and Expansion Grants (PRIME)	n/a	\$4,800.0	\$25,000.0	\$0.0	\$0.0	\$25,000.0
New - Bridges, Stations, and Tunnels Grants (BeST)	n/a	\$4,800.0	\$25,000.0	\$0.0	\$0.0	\$25,000.0
Amtrak - Northeast Corridor	\$557.0	\$2,500.0	\$13,500.0	\$1,000.0	\$5,000.0	\$8,500.0
Amtrak - National Network	\$1,143.0	\$3,500.0	\$18,500.0	\$2,300.0	\$12,650.0	\$5,850.0
Amtrak - Office of the Inspector General	n/a	\$27.0	\$139.0	\$26.5	\$137.5	\$1.5
FRA Safety and Operations & Railroad Research and Development	\$262.0	\$290.0	\$1,566.0	\$291.0	\$1,540.0	\$26.0
RRIF Loans - Credit Risk Premiums	\$0.0	\$160.0	\$900.0	\$0.0	\$0.0	\$900.0
Grade Crossing Separation Grants (House) Railroad Crossing Elimination Program (Senate)		\$450.0	\$2,500.0	\$500.0	\$2,500.0	\$0.0
MAGLEV Technology Deployment Program	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,537.0	\$17,747.0	\$94,205.0	\$6,667.5	\$34,577.5	\$59,627.5
BUILD/TIGER/RAISE National Infrastructure Investments		<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

The CCJPA Ad Hoc Subcommittee – Federal FAST Act Reauthorization is scheduled to meet on Friday, June 11th. A more detailed update will be provided to the Board at the June meeting next week. CCJPA continues to collaborate with CalSTA, the California JPAs, SAIPRC, and Amtrak to provide input regarding the reauthorization bill.

Source: States for Passenger Rail Coalition and <https://www.commerce.senate.gov/news>

Request for Authorization – CCJPA Request for FY 2021 Federal Appropriations

CCJPA is pleased to announce that \$6.61 million dollars has been sponsored by Representative Ro Khanna in the Federal FAST Act Reauthorization bill to support CCJPA’s Agnew Siding project in the 17th Congressional District. The Agnew Siding will be developed in Santa Clara County in the City of Santa Clara, California, on the Union Pacific Railroad (UP) track immediately south of Levi’s Stadium and the Great America Station. The new siding will be located in the middle of a 12-mile stretch of single-track territory, providing an opportunity for a critical passing point through this long section.

White House Infrastructure American Jobs Plan

In March 2021, the White House released a [Fact Sheet on President Biden's American Jobs Plan](#). The \$2.25 trillion American Jobs Plan includes an investment of \$80 billion in federal support for reliable passenger and freight rail service over an eight-year period. This multi-year funding

stream would address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. CCJPA staff continues to work with our national and state legislators and partners to advocate for increased investment in State-supported intercity passenger rail in this infrastructure plan.

RECOMMENDATION

For information only.


SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2021

June 9, 2021

Mark Foley
PRESIDENT

Rebecca Saltzman
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

VIA E-MAIL

The Honorable Richard Bloom
Chair, Assembly Budget Subcommittee 3
on Climate Crisis, Resources, Energy, & Transportation
State Capitol, Room 2003
Sacramento, CA 95814

The Honorable Maria Elena Durazo
Chair, Senate Budget Subcommittee 5
on Corrections, Public Safety, Judiciary, Labor & Transportation
State Capitol, Room 2032
Sacramento, CA 95814

RE: Support for Governor Newsom's 2021 May Revision to the 2021-2022 Budget

Dear Chair Bloom and Chair Durazo:

On behalf of the San Francisco Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority (CCJPA), we write to express our strong support for the Governor's May Budget Revision, in particular the proposed \$11 billion investment in the development and implementation of enhanced transit and rail service for Californians in our service areas and throughout the state. The investments will create quality jobs, accelerate new transportation options, improve connectivity throughout the state, support clean transportation projects to achieve our climate goals, and attract new federal investment.

BART and CCJPA are working together to maintain and enhance our existing services, and are working with partners throughout the Northern California megaregion on Link21, which will transform Northern California's passenger rail network into a faster, more integrated system, providing safe, efficient, and affordable travel for everyone. The Governor's May Revision could provide critical support to all of these efforts, as well as to other transformative transportation programs around the state. With transportation accounting for almost half of greenhouse gas emissions in California, these investments are critical to achieving our climate goals.

Importantly, the May Revision includes \$4.2 billion in Proposition 1A HSR bond funds to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire HSR project, and leverage potential federal funds. This funding is required to implement Merced-Fresno-Bakersfield HSR Interim Service and to extend HSR to San Francisco and Southern California in the future. BART and CCJPA believe that the high-speed rail program will transform California's transportation network, and we strongly support this funding request.

The Biden Administration and Congress are working on major new infrastructure funding packages that could have significant benefits for California. Approval of the Governor's May Revision will position California to take greater advantage of new federal funding and to leverage those funds to advance transformative investments in rail and transit in the Northern California megaregion and throughout the state.

June 9, 2021

Page 2

In April 2021, the BART Board of Directors adopted Resolution 21-18 in support of the 2020 Revised California High-Speed Rail Authority Business Plan as part of an Integrated Zero-Emission Public Transit System. With the Resolution, BART affirms its commitment to California High-Speed Rail as part of a highly integrated statewide and regional transportation system that provides convenient, seamless, and affordable transit for customers.

We appreciate your consideration of our comments and ask that your committees support the Governor's May Revision with its landmark investment in clean, sustainable, and equitable transportation.

Sincerely,



Robert M. Powers
General Manager
San Francisco Bay Area Rapid Transit District



Robert Padgette
Managing Director
Capitol Corridor Joint Powers Authority

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: State Rail Plan Update

PURPOSE

For the CCJPA Board to receive an update from a Caltrans Division of Rail and Mass Transit (DRMT) staff member about their process to update the State Rail Plan.

BACKGROUND

For the 2018 State Rail Plan, the Caltrans DRMT made great strides to develop a truly visionary and far better integrated plan built on principles, goals, and objectives across all aspects of operations and capital investments. Now, four years later, Caltrans DRMT is updating the 2018 State Rail Plan to deliver a 2022 State Rail Plan. The 2022 State Rail Plan will build upon the gains made by the 2018 State Rail Plan. Engagement with a variety of public officials is a key part of the 2022 State Rail Plan process. As such, both this June 2021 Board meeting and the September 2021 CCJPA Board meeting are planned engagement sessions.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Carquinez Strait High-Level Crossing Feasibility Study

PURPOSE

For the CCJPA Board to receive an update on efforts to replace the existing Carquinez rail bridge with a non-lift bridge for rail.

BACKGROUND

The Carquinez Strait is a narrow tidal strait in Northern California where the Capitol Corridor, the California Zephyr, Union Pacific, and BNSF trains utilize the Union Pacific Railroad's Benicia-Martinez Bridge which crosses the Carquinez Strait between Benicia (to the north) and Martinez (to the south). The bridge was built between 1928 and 1930 for Southern Pacific Railroad to replace its train ferry between Benicia and Port Costa, California. It is the second-longest railway bridge in North America and the longest railway bridge west of the Mississippi River. The bridge is built via three types of bridge sections. There are seven span Warren through truss sections, one vertical lift span, and multiple Pratt deck truss span approach sections to the bridge. The rail deck is at an elevation approximately 82' above sea level and has a total length of 5,603.5 ft. and a deck width of 30.0 ft. The lift bridge portion has the smallest clearances of the three sections — lift span horizontal clearance is 291 feet, and vertical clearances are 70 feet (closed) and 135 feet (open).

The channel is navigable and is used for commercial and military shipping. Deep water ship traffic bound for both the Port of Sacramento and the Port of Stockton traverse the strait through the Stockton Deepwater Shipping Channel and Sacramento Deep Water Ship Channel. Maritime traffic has priority over rail traffic, and as such, the lift bridge portion can and must lift to accommodate ships in the Carquinez Strait, requiring vertical clearance. Ship captains have instructions to reach the bridge tender to raise the lift span based on an "Advance Call" based on key waypoints dependent upon the ship captain's direction of travel and water conditions (e.g., tidal flow). Based on the train schedule and combined with the actual location of trains, the bridge tender can ask to see if the lift can be delayed based on arriving train traffic. If the ship captain is able and willing to accommodate the bridge tender's request to delay the lift request time, then the ship captain can advise the bridge tender of the new expected lift request time (thus accommodating the train traffic). However, if the ship captain is uncomfortable modifying their plans, there is no obligation to do so. It is well publicized to ship captains that their decisions and adherence following the lift communication protocols can significantly affect railroad operating performance resulting in costly delays and late on-time

performance. As CCJPA staff and political supporters consider capital improvement options to increase hourly frequency between Sacramento and Oakland, more frequencies per hour will mean an even tighter window for the bridge tender to work with ship captain personnel to minimize bridge lifts. If frequencies were increased without addressing the lift situation, a catastrophic rise of cascading delays would be likely. Thus, the viability of frequency improvements necessitates a new high-level rail bridge at a clear span level of 171 feet (to match the vertical clearance of the nearby highway bridge) across the Carquinez Strait.

In spite of active management of the bridge to minimize delays, the Union Pacific Railroad's Benicia-Martinez Bridge lift is the eighth largest single contributing cause of Capitol Corridor's delays every month. Forty percent of delays are longer than 15 minutes, twenty percent of delays are more than 25 minutes.

CCJPA has \$1M in secured TIRCP funding (from the \$2M received as part of the 2018 TIRCP award for Network Integration) and is seeking an additional \$5M in Caltrans funding to conduct an initial feasibility study (engineering focused) to examine various options for a new, replacement high-level non-lift bridge, including the necessary approaches. Grades that passenger trains and freight trains can withstand on the approaches to the bridge must be considered, generally assumed to be no more than 4% for passenger trains and 2% for freight trains 2%. The objective of the CCJPA led engineering study would be to examine the various options given bridge structure options, the landscape, the built environment, and the approaching grades. A replacement crossing at Vallejo will be considered, along with options in the Benicia area. Presuming CCJPA is successful at assembling funding, the CCJPA will come back to the Board to gain authorization for the additional \$5M funding expenditure for this study and ensure that the study is a regular subject in 'Work in Progress'.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Capital Projects Update

PURPOSE

To provide the CCJPA Board with an update on the CCJPA's Capital Program.

BACKGROUND

CCJPA maintains an ongoing listing of various capital projects led by CCJPA and those led by others that will influence the Capitol Corridor service. The table on the next page provides the latest update on the projects that are underway by the CCJPA.

A more extensive list of all capital projects in all development stages is presented in the required Annual Business Plan Update document, which was adopted by the CCJPA Board at the April 21, 2021 Board meeting.

The current list of active projects underway using secured capital funds is provided below.

RECOMMENDATION

For information and discussion.

CCJPA CAPITAL PROJECTS June 2021			
Project Name	Project Description/Benefits	Cost	Projected Completion
Signal Replacement/Upgrade	Replace outdated signal systems to reduce signal system interruptions and delays (three-year program).	\$ 1,200,000	Phase II December-20
ROW Safety/Security	Annual funding to support UP in ROW clean-up including vegetation removal, clean-up and encampment relocation (three-year program).	\$ 2,250,000	March-21
Santa Clara Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station	\$ 1,441,969	Design May-21 Construction June-22
South Bay Connect (Oakland to San Jose Phase 2A)	Environmental, design, and construction to relocate Capitol Corridor service between Oakland Coliseum and Newark from Niles Subdivision to Coast Subdivision, which will decrease travel time between Oakland and San Jose and to improve connections to SF Peninsula.	\$ 349,422,000	Environmental: Dec-21 Design: Dec-25 Construction: Dec-26
Capitalized Maintenance 2020-2021	Track maintenance for State of Good Repair Program to maximize on-time performance (annual program)	\$ 450,000	December-21
Davis Station Signal Improvements	Improve the railroad signal system and replace track crossovers at Davis station to improve reliability and lifespan of the railroad infrastructure.	\$ 5,150,000	December-21
Stege Signal Improvements	Improvements to the railroad signal system in the vicinity of Richmond station which will result in improved reliability and better on-time performance.	\$ 1,050,000	June-22
Sacramento to Roseville Third Main Track Phase I	Construct first phase of third main track and layover facility improvements in order to increase service frequency between Sacramento and Roseville.	\$ 150,500,000	Design/ROW - June-22 Construction - June-24
	CAPITAL PROJECT TOTAL	\$ 444,498,969	
CCJPA PARTNER PROJECTS June 2021			
Project Name	Project Description/Benefits	Cost	Projected Completion
Door Panel Procurement	Procurement of door panels for Caltrans-owned Surfliner Rail Cars	\$ 550,000	June-21
California Passenger Information Display System (CalPIDs) Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including station hardware, servers, data, and software.	\$ 1,260,529	December-21
California Integrated Travel Program (CalITP)	Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes	\$ 27,100,000	Pilot October-22
Network Integration	Support for initial Second Transbay Crossing study and Southern Alameda County Rail Study	\$ 2,000,000	Ongoing
WiFi Upgrade & Oversight FFY 2020-2021	Management of onboard WiFi upgrade and operations for the Capitol and San Joaquin Corridors.	\$ 2,773,878	Ongoing
Link21 (New Transbay Rail Crossing) FY 2020-2021	Planning and implementation strategies for a new Transbay Rail Crossing. (Cumulative funding since FY 20: \$2.750M)	\$ 1,500,000	Ongoing
	PARTNER PROJECT TOTAL	\$ 33,134,407	



Date: June 11, 2021

From: Robert Padgett, Managing Director

To: CCJPA Board of Directors

Subject: Managing Director's Report – April 2021

The CCJPA Board will be provided with an update on year-to-date service performance, the June 7th service increase, customer service, and other updates.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021
FROM: Robert Padgett
Managing Director, CCJPA
SUBJECT: WORK COMPLETED (June 16, 2021 Meeting)

PURPOSE

To provide a report on work completed up to the June 16, 2021 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Capitol Corridor Service Restoration and Return of Café Service: Taking another step toward a return to full, pre-pandemic service, the Capitol Corridor introduced a new schedule on Monday, June 7, 2021, that increases the number of trains on both weekdays and weekends. Highlights of the new schedule are:
 - Increase in weekday trips from 16 to 22
 - Increase in weekend trips from 10 to 18
 - Return to full, pre-pandemic service frequency between Oakland and San Jose (14 trips daily)
 - Restoration of Café Car service
 - Improved connections with BART at the Richmond Station for better travel options to San Francisco
 - Implementation of an expanded pulse schedule with more predictive departure timesThe schedule can be viewed here: www.capitolcorridor.org/schedules/.
- b. CCJPA Anti-Asian Racism Statement: In response to the rise in violence against members of the Asian-American community, CCJPA reaffirmed its stance against racism in April, just ahead of Asian-American Pacific Islander Heritage month, by releasing this [statement](#).

- c. Fleet-Greening Enhancement, New Tier 4 Charger Locomotives: Back in 2017, we introduced you to our new EPA-certified, Tier IV Charger locomotives that help us leave a smaller carbon footprint on the planet. We are happy to announce that we now have two more of these Charger locomotives in the fleet for a total of 10! The two locomotives will replace a pair of older EPA Tier II F-59 locomotives that are being decommissioned. This is part of our larger fleet-greening strategy to align with the State of California's mandate for 100% zero-emission passenger rail by 2035. These Charger locomotives were also built locally here in Sacramento California at the Siemens Rail Vehicle Facility by Californians recycling a large part of your tax money back into and for the State of California. This also helps California stay at the top of technology for Passenger rail in the United States.
- d. Corridor Conversations: Favorite Northern California Destinations: On April 28, 2021, the Capitol Corridor hosted a virtual happy hour webinar for 111 registrants with Visit Sacramento, Visit Fairfield, Visit Berkeley, San Francisco Travel, Visit Oakland, and Visit San Jose to highlight popular attractions along the Capitol Corridor route. Discussion featured destinations and sights unique to the different areas, with focus on those that are easy to get to via train. Watch the recording: [here](#).
- e. Marketing Activities (April 2021 – May 2021):
- Advertising, Promotions, and Offers:
 - a. Advertising agency is now under contract and has developed a summer advertising campaign covers the June 7th service ramp-up and through August.
 - b. Messaging has primarily focused on health and safety themes, as well as the existing California Everyday Discount offers, due to overall public health restrictions, however in recent weeks we have started to promote travel more heavily in our messages as counties enter yellow tier.
 - Print and Digital Communications:
 - a. Communications: New June 7th Schedule, press release and social media posts for new Tier 4 Locomotives.
 - b. Created series of social media posts to celebrate contributions of Asian-American/Pacific Islanders for Asian-American/Pacific Islander Heritage Month.
 - Public Relations, Events, Outreach, and Customer Service:
 - a. Coordinated with Link21 and South Bay Connect for respective communications programs.

RECOMMENDATION

For information only.

Marketing & Public Relations

A Greener Fleet



Steps in making the Capitol Corridor a greener service are underway with the pending decommissioning of two older F-59 locomotives and replacing them with Tier 4 Charger locomotives—an effort that moves us closer to a goal of 100% percent zero-emissions by 2035. *Read more:*

https://www.capitolcorridor.org/blogs/get_on_board/capitol-corridor-expands-its-cleaner-fleet-in-time-for-earth-day/.

Let's Go A's



Baseball season is in full swing, and while we are currently operating on a reduced schedule, as compared to past years, Oakland A's fans can still take the train to select games. An itinerary of train connections was shared with passengers who wished to know their options in a recent news story. *Read more:*

https://www.capitolcorridor.org/blogs/get_on_board/take-me-out-to-the-ballgame-capitol-corridor-service-to-oakland-as-baseball/.

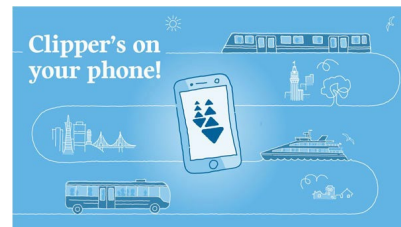
Standing Against AAPI Violence



In honor of the AAPI community and the recent attacks on members of that community, a statement was released to denounce racism as well as highlight the important contributions to our industry from Asians/Pacific Islanders. *Read more:*

https://www.capitolcorridor.org/blogs/get_on_board/capitol-corridor-stands-against-anti-asian-pacific-islander-violenc/

Digital Clipper Card



The Clipper Card has gone digital, making it even easier for passengers to use multi-modal forms of public transportation. Passengers can now use the Clipper Card app to pay and reload funds all from their mobile device, an important feature for critical transfer points along our route like Richmond.

DMO Virtual Happy Hour



ICYMI: Watch the replay of our most recent Corridor Conversations featuring our DMO partners:

https://youtu.be/qI_nwIhKOWQ.



Communications: Social Media, CC Rail Mail and Service Alerts

Followers as of 5/25/21

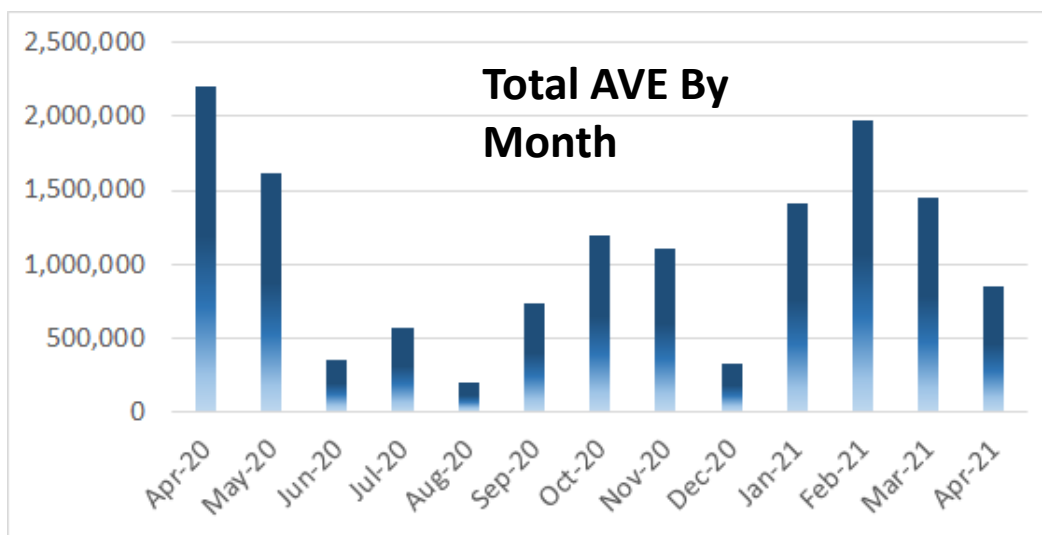
 16,688
▲ +4

 6,400
▲ +6

 3,394
▲ +30

April 2021	Net New Subscribers	Total Subscribers	Engagement Rate
CC Rail Mail	6	5,954	40%
Weekday Service Alerts	17	5,192	35%
Weekend Service Alerts	35	1,528	28%

Earned Media Reporting – April 2021



Number of News Stories: 117
 Number of Broadcast Stories: 13
 Advertising Value Equivalency (AVE): \$847,110

Website - Feb 21 to Apr 2021

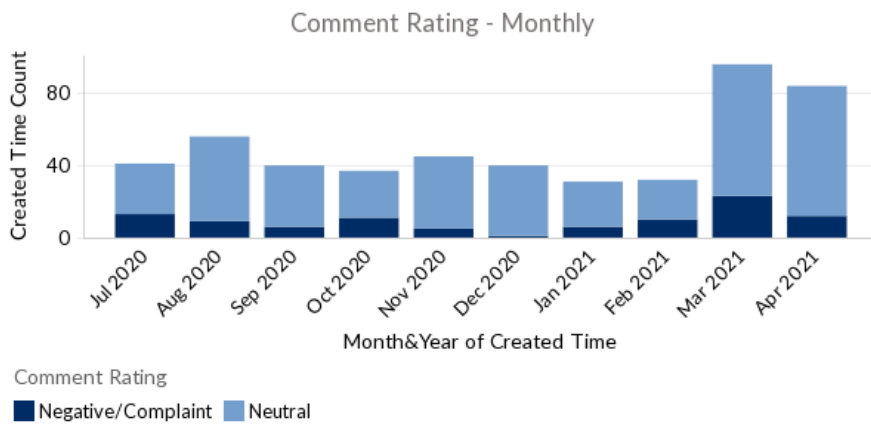


	CapitolCorridor.org Visits	Percentage of Visits Via Mobile	Referrals to Amtrak.com from Capitol Corridor.org	Bookings on Amtrak.com initiated from CapitolCorridor.org
April	36,292	41.1%	2,964	725
March	44,140	22.5%	1,889	418
February	48,299	33.7%	2,575	320



Customer Experience

Customer Comments

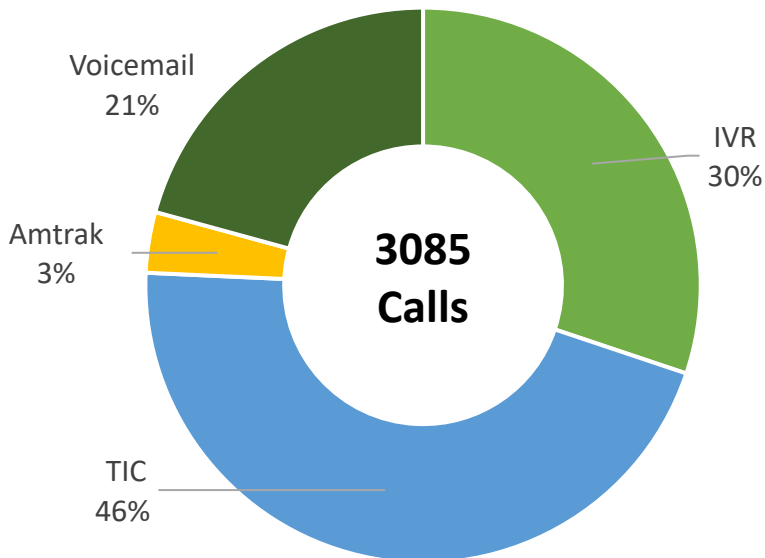


Company Store

FY21	Sales
July	\$664.42
August	\$47.18
September	\$169.11
October	\$125.05
November	\$235.36
December	\$557.52
January	\$133.34
February	\$198.67
March	\$134.37
April	\$69.25

IVR– April 2021

Call Distribution



Top Articles Requested	Total
Stations	61
Refunds and Transportation Credits	24
Tickets	23
Lost and Found	10
Wheelchair Weight and Size Limit	4
Baggage and Luggage	4
Amtrak Guest Rewards	4
Connecting Buses	3
Lost Tickets	2
Cafe Car	1

FY21 Marketing and Communications Overview

July <ul style="list-style-type: none"> ✓ Statement on Racial Equality ✓ Health and Safety video ✓ Health and Safety webpage ✓ CalITP Presentation ✓ Update Transit Transfer Program ✓ Rail Goods Company Store Launch 	August <ul style="list-style-type: none"> ✓ San Francisco Bus Connection Reactivation (mid to late August) ✓ Timetable Update ✓ South Bay Connect Public Comments ✓ New TransBay Crossing Branding ✓ Health and Safety messaging along the route 	September <ul style="list-style-type: none"> ✓ Rail Safety Month ✓ Visit CA Promotion ✓ Corridor Conversations – Online Engagement Event ✓ Transit Transfer Program Update ✓ Train Status Survey ✓ Bike to Wherever Day 2020
October <ul style="list-style-type: none"> ✓ Tentative date for Annual Onboard Survey ✓ Begin design/production of FY20 Annual report ✓ Route 20 Schedule Update ✓ Route 7 Schedule Update ✓ Route 21 Schedule Update ✓ Onboard YourTrainWiFi launch ✓ California Clean Air Day 	November <ul style="list-style-type: none"> ✓ Thanksgiving service communications ✓ Planning for 30th Anniversary year-long celebrations (Dec. 2021) ✓ Transit Transfer Modernization ✓ Corridor Conversations – Holiday Travel ✓ San Francisco Bus stop move ✓ Reinstatement of Santa Barbara-San Jose/Oakland connecting bus service ✓ Capitol Corridor Masks in Company Store ✓ Next Generation Wi-Fi new network name announcement ✓ Press Announcement – Board Chair and Vice Chair election 	December <ul style="list-style-type: none"> ✓ Holiday greeting ✓ Holiday travel communications ✓ Planning for 30th Anniversary year-long celebrations (Dec. 2021) ✓ Corridor Conversations – “Birds Along the Capitol Corridor Route” with Yolo Basin Foundation ✓ Next Generation Wi-Fi install completion announcement ✓ Capitol Corridor Rewards ✓ Cori Added to Company Store
January <ul style="list-style-type: none"> ✓ New Year’s Message to Riders ✓ Launch of Link21 website ✓ Annual Performance Report ✓ Capitol Corridor Rewards Launch ✓ Rider Profiles – Traveling During the pandemic ✓ #ILoveCC social campaign launched 	February <ul style="list-style-type: none"> ✓ "Travel Safely" retargeting ad campaign for essential travel ✓ South Bay Connect video ✓ Contactless Travel Promotion ✓ Fact Sheet and B2B video ✓ Valentine’s Day UGC ✓ Planning 30th Anniversary activities (Dec. 2021) 	March <ul style="list-style-type: none"> ✓ Business Plan Workshops ✓ Corridor Conversations – California Joint Powers Authority Leadership ✓ New Train Schedule ✓ Spring offers, pending health conditions ✓ Advertising Procurement
April <ul style="list-style-type: none"> ✓ Corridor Conversations – DMO's ✓ FY22 Budget Planning ✓ Stand Against AAPI Violence ✓ Café Car Resumption Plan ✓ Digital Clipper Card Promotion ✓ New locomotives 	May <ul style="list-style-type: none"> ✓ FY22 Planning ✓ Amtrak 50th Anniversary ✓ Bike Month/Bike East Bay ✓ CC Rewards Offer ✓ Contactless payment campaign ✓ Timetable Change Planning ✓ 30th Anniversary Planning ✓ AAPI Month content 	June <ul style="list-style-type: none"> • Contract vendor planning for FY22 • Onboard Survey of Riders (tent.) • Timetable Change • Schedule Change Kickoff Event • Café Car Reinstatement • Oakland A's Promotion

FY22 Marketing and Communications Overview

July <ul style="list-style-type: none">El Dorado Transit – Route 20	August	September <ul style="list-style-type: none">Rail Safety Month
October <ul style="list-style-type: none">FY21 Annual report start	November <ul style="list-style-type: none">Thanksgiving service communications	December <ul style="list-style-type: none">Holiday greetingHoliday travel communications30th Anniversary Celebration
January <ul style="list-style-type: none">New Year’s Message to RidersAnnual Performance Report	February <ul style="list-style-type: none">Valentine’s Day UGC	March <ul style="list-style-type: none">New Train Schedule (tent.)
April <ul style="list-style-type: none">FY23 Budget Planning	May <ul style="list-style-type: none">FY23 Planning	June <ul style="list-style-type: none">Contract vendor planning for FY23Onboard Survey of Riders

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 11, 2021

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: WORK IN PROGRESS (June 16, 2021 Meeting)

PURPOSE

To provide an update on work in progress up to the June 16, 2021 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. South Bay Connect – Since concluding the initial Scoping Period for Environmental Impact Report (EIR) in August 2020, the project team is working on the technical analyses of environmental impacts for the draft EIR, while continuing public outreach and engagement activities such as presentations and meetings with various local city councils and community groups. The second set of Community Working Group (CWG) meetings recently occurred at the end of May 2021. Development of the draft EIR will continue into late 2021, and CCJPA continues to work with UPRR on modeling the shift of service to Coast Subdivision and understanding the need for infrastructure improvements necessary to maintain efficient passenger and freight railroad operations as a result of the project.
- b. Surfliner Door Panels – As part of the state of good repair on the State-owned fleet of 6000 series Surfliner cars, CCJPA is currently involved in a program to replace the 21-year-old side door panels that are at the end of their useful life. The 8000 series cars side door panels were last replaced in 2008/2010, but the 6000 series cars have never been changed since they were first put into service in 2000. The new panels are stronger and have glass windows instead of the lexan windows to stay clear and not haze over them with time. They make the cars more weatherproof, soundproof and will reduce door-related delays. Due to COVID related delays, the manufacturing was delayed over the winter, but we are still on track to complete the project by December 2021. CCJPA has so far received 36% of the total order.

- c. Davis Crossovers and Signal Replacement – The design team has continued working with the Union Pacific Railroad (UPRR) to refine the track design for this project and has reached the 25% design completion level and has completed the jobsite constructability review. The CCJPA has been working with the City of Davis to modify the adjacent 2nd Street. Following completion of the track design, the UPRR will complete the signal design and construct the project. When complete, this project will provide a gateway to the future replacement of the Davis boarding platforms with a safer, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is in the preparatory phase with Amtrak expecting to issue a Notice to Proceed to their designer soon. When the design kicks off, Capitol Corridor staff will work to help coordinate the interests of the stakeholders to help ensure a successful project.
- d. Agnew Siding in Santa Clara (formerly known as the Santa Clara Siding) – The project has been renamed to honor the historic community of Agnew that grew up around the railroad beginning over 150 years ago, and now is incorporated into the City of Santa Clara. The design team has reached the project 30% design completion level. When the design is complete, the UPRR will construct this siding, which will allow Capitol Corridor and other trains to meet and pass in the segment of single track between Newark and San Jose. The Agnew siding will reduce delays that occur in the area due to train congestion. As described in Agenda Item V.3, CCJPA applied for federal funding to support this project and has resulted in a \$6.61 million dollars funding earmark to be included in the Federal FAST Act Reauthorization bill sponsored by Representative Ro Khanna.
- e. California Integrated Travel Program (Cal ITP) – Cal-ITP is a statewide effort to make a more efficient and integrated means across the State to plan, pay, and be eligible for appropriate transit discounts (e.g., age). As fiscal sponsor of the project, CCJPA received a \$27.34M 2018 TIRCP grant award to spearhead the effort. The project includes setting up contactless payment systems to the EMV standard (EMV is a payment method based upon a technical standard for smart payment cards and for payment terminals and automated teller machines which can accept them. EMV originally stood for "Europay, Mastercard, and Visa", the three companies which created the standard) at scale at the state level, integrating and supporting quality trip planning data from transit agencies to be standardized to the GTFS standards so that it can universally be used via apps, and meshing with payment with back-end data that can determine eligibility for travel discounts such as age or veterans. At present, the project is launching with several minimum viable projects (MVPs) utilizing one or more the Cal-ITP principles of trips information, payments, and eligibility. These are largely for bus and/or light rail transit vehicles. CCJPA along with SJJPA/SJRRC, are working on an MVP for passenger rail at this time which, in due course, may be rolled out in 2022. We are now past the halfway point in committed funding from the awarded contract grant for all Work Tasks and subcontracted projects. CCJPA is working with all partners (CalSTA, Caltrans) and the sub-consultants to transform Cal-ITP into a more permanent governance structure.

f. Upcoming Marketing and Communications Activities –

- Advertising, Promotions, and Offers:
 - a. Summer advertising campaign covers the June 7th service ramp-up and through August. Marketing mix will include paid search, outdoor digital billboards, and online ads.
 - b. Offers planned for the summer include a focus on leisure travelers, as many employers still have staff working remotely. Take 5 for \$5 on Weekends will encourage travel for small groups and families, Seniors Ride 50% Off Midweek will promote midweek travel amongst a loyal market base, and a new 50% Off discount will be available for solo travelers who opt sign up for the Capitol Corridor Rewards program.
 - c. Messaging will also promote the existing California Everyday Discount offers to help promote travel on Capitol Corridor and throughout the state.
 - d. Statewide Marketing Ridership Recovery – CCJPA is coordinating with the other two JPAs to develop a statewide marketing plan aimed to promote ridership recovery on all three routes, with support from CalSTA.
- Communications:
 - a. Continual updates to the website and out to social channels as needed for public health-related shifts in policies.
- Public Relations, Events, Outreach, and Customer Service:
 - a. Planning for Rail Safety Month
 - b. Planning for 30th Anniversary campaign underway

RECOMMENDATION

For information only.