



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
MEETING OF THE BOARD OF DIRECTORS  
Wednesday, September 15, 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 818 9113 7896.

You may watch the Board Meeting live at [www.capitolcorridor.org/ccjpa-board](http://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](http://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](mailto: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, September 14<sup>th</sup> 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 818 9113 7896.
  - Dial \*9 to raise your hand when you wish to speak.
  - Public comment is limited to three (3) minutes per person, per item.

**AGENDA**

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
  1. Approval of Minutes of the June 16, 2021 Meeting
  2. Approval of Minutes of the June 30, 2021 Special Meeting
  3. 2022 CCJPA Board of Directors Meeting Schedule
  4. CCJPA-SJJPA-LOSSAN-Caltrans Joint Powers Agreement
- V. Action and Discussion Items
  1. CCJPA FY 2021-22 Budget – Operations, Administration, Marketing, Information/Customer Support Services, and Supplemental Allocations *Action*
  2. FY 2021-22 Marketing & Communications Plan and Advertising Agreement *Action*
  3. Federal and State Grants for the Sacramento to Roseville Third Mainline Track, Phase One Project *Action*
  4. Legislation and Funding – State and Federal Update *Action*

- 5. Capital Projects Update –Link 21 *Info*
- 6. Annual On Board Survey Results (June 2021) *Info*
- 7. California Integrated Travel Program (Cal ITP) *Info*
- 8. Managing Director’s Report *Info*
- 9. Work Completed *Info*
  - a. Visit with Representative Ro Khanna for Agnew Siding
  - b. Link21 Virtual Public Workshops
  - c. Surfliner Door Panel Replacement
  - d. Café Car Service
  - e. El Dorado Transit
  - f. Marketing and Communications Activities (June 2021 – August 2021)
- 10. Work in Progress *Info*
  - a. South Bay Connect
  - b. Sacramento to Roseville Third Track
  - c. California Passenger Display System (CalPIDS)
  - d. Davis Crossovers and Signal Replacement
  - e. Agnew Siding
  - f. Upcoming Marketing and Communications Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:30 a.m., November 17, 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 122<sup>nd</sup> Meeting

June 16, 2021

The 122nd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:01 a.m., Wednesday, June 16, 2021, via teleconference, pursuant to Governor Gavin Newsom's Executive Order N-29-20. 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); Lucas Frerichs, YCTD; Lisa Gillmor, SCVTA; Janice Li, San Francisco Bay Area Rapid Transit District (BART); John McPartland, BART; Steve Miller, Sacramento Regional Transit District (SRTD); Robert Raburn, BART; Jim Spering, Solano Transportation Authority (STA); and Sandy Amara, Placer County Transportation Planning Agency (PCTPA).

Absent: Directors Bevan Dufty, BART, Jim Holmes, PCTPA, and Kerri Howell, SRTD. Directors Debora Allen, BART, Bruce Houdesheldt, PCTPA, Harry Price, STA, and Rebecca Saltzman, BART, entered the Meeting later.

III. Report of the Chair. Chair Saylor expressed excitement about this being the last virtual Meeting and the next meeting will be held at the new BART Headquarters in Oakland. Chair Saylor gave instructions on the virtual meeting, accessing presentation materials online, Public Comments, and Board Members' remarks. Chair Saylor gave remarks regarding the tragic mass shooting at the Santa Clara Valley Transportation Authority (SCVTA) rail yard on May 26, 2021. Vice-Chair Peralez led the Meeting with a moment of honor and remembrance.

Directors Price and Houdesheldt entered the Meeting.

IV. Consent Calendar.

Director Spering moved the adoption of Item IV.1, Approve Minutes of the April 21, 2021, Meeting; IV.2 Resolution No. 21-13, In the Matter of Approving Amendment One of the FY 2021 Operating Agreement for the Provision of Rail Passenger Corporation and the Capitol Corridor Joint Powers Authority; Item IV.3 Resolution No. 21-14, Authorizing a Budget Revision for the Diesel Exhaust Fluid Storage and Dispensing System for the Oakland Maintenance Facility, and

Item IV.4 Resolution No. 21-15, Authorizing a Budget Revision of the Stege Crossover and Signal Upgrade Project. Director Raburn seconded the motion.

The motions brought by Director Spering and seconded by Director Raburn carried by unanimous roll call vote. Ayes: 12 – Directors Saylor, Peralez, Frerichs, Gillmor, Houdesheldt, Li, McPartland, Miller, Raburn, Spering, Amara. Noes: 0. Absent: 5 – Directors Allen, Dufty, Holmes, Howell, and Saltzman.

#### V. Action and Discussion Items.

1. CCJPA Fiscal Year (FY) 2020-21 Public Transportation Account (PTA) Funding. Robert Padgett, Managing Director, gave opening remarks. Leonel (Leo) Sanchez, Deputy Managing Director, presented the item, highlighting the Enterprise Asset Management System (EAMS) to increase fleet maintenance; equipment availability; accurate tracking and reporting; and In-car Air Purifiers to kill pathogens.

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. No comments were received.

Director Saltzman entered the Meeting.

Director Raburn moved the adoption of Resolution No. 21-16, Authorizing Budgets for Enterprise Asset Management System and In-Car Air Purifiers funded by Public-Transportation Account Funding. Director Houdesheldt seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Saylor, Peralez, Frerichs, Gillmor, Houdesheldt, Li, McPartland, Miller, Price, Raburn, Saltzman, Spering, and Amara. Noes: 0. Absent: 4 – Directors Allen, Dufty, Holmes, and Howell.

Director Allen entered the Meeting.

2. Right-of-Way Safety and Security Program – Dedicated Special Agents on the Capitol Corridor Route. Managing Director Padgett gave opening remarks. Deputy Managing Director Sanchez, presented the item, highlighting current trends; short-term solutions; long-term solutions; and enhanced safety strategy.

The item was discussed.

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

Recording Secretary Edwards announced that there are no public comments at this time.

Director Raburn moved the adoption of Resolution No. 21-17, In the Matter of Authorizing Union Pacific Railroad (UPRR) Special Agents on Capitol Corridor Route. Director Saltzman seconded the motion, which carried by unanimous roll call vote. Ayes:

14 –Directors Saylor, Peralez, Allen, Frerichs, Gillmor, Houdesheldt, Li, McPartland, Miller, Price, Raburn, Saltzman, Spering, and Amara. Noes: 0. Absent: 3 – Directors Dufty, Holmes, and Howell.

Director Li exited the Meeting.

3. State and Federal Legislation and Funding Update. Managing Director Padgett presented the item, highlighting FY 2021-22 State Budget; State Transit Assistance; Climate Change and Resilience; INVEST Legislation – Federal FAST Act Reauthorization (House); and Surface Transportation Investment Act (Senate).

Chair Saylor invited questions or comments from the Board on item V.3. No questions or comments were received.

4. State Rail Plan Update. Managing Director Padgett introduced Shannon Simons, Regional and Transit Coordinator from Caltrans, who presented the item, highlighting the vision for Zero-Emission statewide transportation system, delivering equity; tackling climate crisis; Integrated Statewide Network; and technical service planning. Managing Director Padgett gave closing remarks.

Chair Saylor invited questions or comments from the Board and the Public on item V.4.

Item was discussed.

5. Carquinez Strait High-Level Crossing Feasibility Study.

Managing Director Padgett gave opening remarks and introduced Jim Allison, Manager of Planning, who presented the item, highlighting increased frequency, increased speeds, and without addressing the lift of the bridge; exampled proposed projects that could be good for frequency and speed between Sacramento and Benicia; and the Carquinez High-Level Crossing Engineering Study.

Chair Saylor invited questions or comments from the Board on Item V.5.

Item was discussed.

6. Capital Project Update – Link21. Managing Director Padgett gave opening remarks and introduced Camille Tsao, Manager of Special Projects, highlighting the program website and social media presence; program timeline; Stage Gate reviews; the plan for the upcoming months; public engagement throughout the megaregion; and Co-Creation Workshops.

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

Item was discussed.

7. Managing Director's Report. Managing Director Padgette discussed where Capitol Corridor's ridership and service performance; customer outreach activities for service ramp-up; and the Customer Service Report.

Chair Saylor invited questions or comments from the Board on Item V.7.

Item was discussed.

8. Work Completed and 9. Work in Progress. Managing Director Padgette 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.

Director Raburn reported that he attended an Alameda County Board of Supervisors Meeting to be considered by the City of Oakland and the Oakland A's regarding cost sharing on the Howard Terminal Project.

Director Sperring reported that he and Director Price participated in a groundbreaking in Fairfield for 199 affordable housing units that is for the Train Station Specific Plan that is coming to fruition.

Director Price expressed excitement and commented on Director Sperring's presentation given at the groundbreaking he attended in Fairfield.

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

Recording Secretary Edwards announced that there are no public comments.

Chair Saylor gave closing remarks.

Allen Miller addressed the board.

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

Next Meeting Date: 10:00 a.m., September 15, 2021.

## CAPITOL CORRIDOR JOINT POWERS AUTHORITY

### *Special Board Meeting*

Capitol Corridor Joint Powers Authority Board of Directors

Minutes of the 123<sup>rd</sup> Meeting

June 30, 2021

The 123rd special meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 1:00 p.m., Wednesday, June 30, 2021, via teleconference, pursuant to Governor Gavin Newsom's Executive Order N-08-21. Chair Saylor presided; Jacqueline R. Edwards, Recording Secretary.

I. Call to Order. Chair Saylor called the meeting to order at 1:00 p.m.

II. Roll Call and Pledge of Allegiance.

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

Absent: Directors Debora Allen, BART, Bevan Dufty, BART, Kerri Howell, SRTD, Janice Li, BART, and Raul Peralez, SCVTA.

III. Report of the Chair. Chair Saylor gave instructions on the virtual meeting, accessing presentation materials online, Public Comments, and Board Members' remarks.

IV. Consent Calendar. None.

V. Action and Discussion Items.

1. Authorize Amendments to the Standard Agreements for Funding Received from the State of California under the Interagency Transfer Agreement (ITA) through the Annual Business Plan. Robert Padgett, Managing Director, presented the item, highlighting the strategic plan and capital improvements; and allocated funds for Customer Support Services, Marketing Administration, and Management of On-Board Technology (Wi-Fi).

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. No comments were received.

Director McPartland moved the adoption of Resolution No. 21-18, In the Matter of Authorizing Amendments to the Standard Agreements for Funding Received from the State of California under the Interagency Transfer Agreement (ITA) through the Annual Business Plan process. Director Gillmor seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saylor, Frerichs, Gillmor, Holmes, Houdesheldt, McPartland, Miller, Price, Raburn Saltzman, and Spering. Noes: 0. Absent: 5 – Directors Allen, Dufty, Howell, Li, and Peralez.

2. Authorize the CCJPA Executive Director to Submit Funding Applications to and Execute Funding Agreements with the State of California or Federal Government Agencies.

Managing Director Padgett, presented the item, highlighting the opportunities to apply for grant funding as they become more available and how to receive grant funds.

Chair Saylor invited questions or comments from the Public on Item V.2. No comments were received.

Recording Secretary Edwards announced that there are no public comments at this time.

Director Houdesheldt moved the adoption of Resolution No. 21-19, In the Matter of Authorizing the CCJPA Executive Director to submit funding applications and execute funding agreements with the State of California, U.S. Government, or any Federal, State, Regional, and Local government Agencies. Director Holmes seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saylor, Frerichs, Gillmor, Holmes, Houdesheldt, McPartland, Miller, Price, Raburn Saltzman, and Spering. Noes: 0. Absent: 5 – Directors Allen, Dufty, Howell, Li, and Peralez.

Recording Secretary Edwards announced that there are no public comments.

Chair Saylor gave closing remarks.

VI. Adjournment. The Meeting adjourned at 1:10 p.m.

Next Meeting Date: 10:00 a.m., September 15, 2021.



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** 2022 CCJPA Board of Directors Meeting Schedule

### PURPOSE

For the CCJPA Board to adopt the Capitol Corridor Joint Powers Authority Board of Directors' meeting schedule during Calendar Year 2022.

### BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2022. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	*Proposed Location
February 16, 2022	10:00 am	Oakland, BART Boardroom <b>**Business Plan Adoption</b>
April 20, 2022	10:00 am	Suisun, City Council Chambers
June 15, 2022	10:30 am	Santa Clara Valley Transportation Authority
September 21, 2022	10:00 am	Davis, City Council Chambers
November 16, 2022	10:00 am	Suisun, Solano Transportation Authority

\*Due to the health concerns related to the ongoing COVID-19 pandemic, locations listed above are tentative and will be confirmed when permissible.

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

**RECOMMENDATION**

The SCG recommends that the CCJPA Board adopt the 2022 Capitol Corridor Joint Powers Authority Board of Directors meeting schedule.

Motion: The CCJPA Board adopts the attached meeting schedule.



## 2022 CCJPA Board of Directors Meeting Schedule - **DRAFT**

Date	Time	*Proposed Location
February 16, 2022	10:00 am	Oakland, BART Boardroom <b>**<i>Business Plan Adoption</i></b>
April 20, 2022	10:00 am	Suisun, City Council Chambers
June 15, 2022	10:30 am	Santa Clara Valley Transportation Authority
September 21, 2022	10:00 am	Davis, City Council Chambers
November 16, 2022	10:00 am	Suisun, Solano Transportation Authority

\*Due to the health concerns related to the ongoing COVID-19 pandemic, locations listed above are tentative and will be confirmed when permissible.

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

**ADOPTED:** \_\_\_\_\_  
**CCJPA BOARD OF DIRECTORS**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** CCJPA-SJJPA-LOSSAN-Caltrans Joint Powers Agreement

### PURPOSE

For the CCJPA Board to authorize CCJPA to participate in interagency Joint Powers Agreements between the CCJPA, the San Joaquin Joint Powers Authority (SJJPA), the Los Angeles-San Diego-San Luis Obispo Rail Corridor Joint Powers Authority (LOSSAN), and the State of California Department of Transportation (Caltrans) for joint procurement processes benefiting the four governmental agencies.

### BACKGROUND

At the June 16, 2021 CCJPA Board of Directors meeting, the CCJPA Board approved two projects under consideration for Public Transportation Account (PTA) funding from the California State Transportation Agency (CalSTA) - the joint procurements of the Enterprise Asset Management System (EAMS) and In-Car Air Purifiers (Resolution 21-16). If approved by the State, the two projects will be sponsored and led by CCJPA with support from Caltrans and the other California JPAs, providing benefits to the four governmental agencies. However, these two projects may not be the only jointly beneficial projects that could be led by either one of the JPAs or via a formal partnership with Caltrans. Conducting these joint procurements of equipment and services will allow the four governmental agencies to benefit from the joint acquisition of technology hardware, software, and services and to garner additional savings through recognized economies of scale. As of this writing, the projects mentioned are still being considered for approval by CalSTA and Caltrans, but in the coming months and years, additional projects funded by various means could be considered similar if an interagency Joint Powers Agreement were to be established.

If the projects as described above, or any future jointly beneficial procurement-related projects are approved and funded, then the four governmental agencies, CCJPA, SJJPA, LOSSAN, and Caltrans, must enter into an interagency Joint Powers Agreement that permits a joint procurement process in order to move forward. The Joint Powers Agreements and the authority to enter into such joint procurements of equipment and services are made possible through the California Joint Exercise of Powers Act (Govt. Code Sections 6500 et seq.) and the provisions of Government Code Section 14070.6. The Joint Powers Agreements would outline mutual understandings of the four agencies related to the joint procurement, outlining the roles and responsibilities of each in the process.

In contemplation of the provisions of California Government Code Section 895.2 imposing specific tort liability jointly upon public entities solely by reason of such entities being parties to an agreement, as defined in Government Code Section 895, the Joint Powers Agreement would require participants to assume the full liability imposed upon them or any of their officers, directors, agents or employees by law for injury caused by any negligent or wrongful act or omission occurring in the performance of this Agreement to the same extent that such liability would be imposed in the absence of Section 895.2 of such Code. To achieve this purpose, the Joint Powers Agreement would require each party to indemnify, defend and hold harmless the other party for any cost or expense that may be imposed upon such other party solely by virtue of said Section 895.2. This would hold true for any and all projects pursued in this manner.

#### **RECOMMENDATION**

It is recommended that the CCJPA Board authorize CCJPA to enter into interagency Joint Powers Agreements between the CCJPA, SJJPA, LOSSAN, and Caltrans permitting a joint procurement process that will benefit the four governmental agencies. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements to implement the Joint Powers Agreements for current and planned future joint procurement projects, which are deemed mutually beneficial between all parties involved.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter Authorizing CCJPA's Participation  
in Joint Powers Agreements with Caltrans, San Joaquin  
Joint Powers Authority (SJJPA), and the Los Angeles-  
San Diego-San Luis Obispo Rail Corridor Joint Powers  
Authority (LOSSAN) for Joint Procurement Efforts

Resolution No. 21-20

**WHEREAS**, under Resolution 21-16, the CCJPA Board of Directors approved two projects that may be made possible by Public Transportation Account (PTA) funding from the California State Transportation Agency (CalSTA) that, when completed, will benefit CCJPA, SJJPA, LOSSAN, and Caltrans - the joint procurements of the Enterprise Asset Management System (EAMS) and the In-Car Air Purifiers; and

**WHEREAS**, conducting these joint procurements of equipment and services will allow the four governmental agencies to benefit from the joint acquisition of technology hardware, software, and services and to garner additional savings through recognized economies of scale; and

**WHEREAS**, these two projects, however, may not be the only jointly beneficial projects that could be led by either one of the JPAs or via a formal partnership with Caltrans; and

**WHEREAS**, the four governmental agencies, CCJPA, SJJPA, LOSSAN, and Caltrans, must participate in an interagency Joint Powers Agreements that permit a joint procurement process benefitting the four agencies in order to move forward with the two projects described above or any future jointly beneficial procurement-related projects; and

**WHEREAS**, the Joint Powers Agreements would outline mutual understandings of the four agencies related to the joint procurement regarding the roles and responsibilities of each in the procurement process, including liability and indemnification issues pursuant to the provisions of California Government Code Section 895.2; and therefore be it

**RESOLVED**, that the CCJPA Board hereby authorize CCJPA to participate in interagency Joint Powers Agreements between the CCJPA, SJJPA, LOSSAN, and Caltrans permitting a joint procurement process that will benefit the four governmental agencies; and therefore

**BE IT FURTHER RESOLVED**, CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Joint Powers Agreements for current and planned future projects which are deemed mutually beneficial between all parties involved; and 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.

# # #

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

## CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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### MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** CCJPA FY 2020-2021 Budget – Administration, Marketing,  
Information/Customer Support Services, and Supplemental Allocations

#### PURPOSE

For the CCJPA Board to adopt the CCJPA FY 2021-2022 budget based on enactment of the State Budget Act of 2022 and the FY 2021-2022 Annual Business Plan (ABP) Approval from the California State Transportation Agency.

#### BACKGROUND

Pursuant to the Interagency Transfer Agreement, the Secretary of the California State Transportation Agency (CalSTA) is required to allocate funds in the state budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. The Governor enacted the State Budget Act of 2021 on June 28, 2021. On July 30, 2021, the CalSTA Secretary transmitted the FY 2021-2022 (FY 2022) Annual Business Plan approval letter to CCJPA.

The Board-approved ABP (Resolution 21-10) submitted to the Secretary of CalSTA on April 30, 2021 calls for restoration of the Capitol Corridor train service plan to pre-COVID levels (30 weekday and 22 weekend trains) after the first quarter of FY 2022. All ABP line items included in CCJPA's FY 2022 funding requests were authorized as requested, except for the Amtrak Operating budget. Given the uncertainty of the recovery from the pandemic, CalSTA has provided funding to support the current level of service at more than 80% of pre-pandemic levels through the entire fiscal year, which is supplemented by carryover of federal relief funding and unexpended prior year operating funds.

CCJPA staff will continue to work with the State and our California JPA partners to monitor and analyze ridership and financial performance to support service restoration, including cost-saving strategies and potential additional federal relief support. An increase in service is contingent upon equipment availability, and there are strategies being worked on to meet fleet needs, such as the deployment of the new Venture Rail Cars on the San Joaquins and the release of bi-level equipment. We will continue to provide regular updates on planned changes in service levels in

the coming months. Restoration of full-service during FY 2022 would require a mid-year budget adjustment.

The allocations approved in the FY 2022 annual allocation letter include the Administrative, Marketing, and Information Customer Services budgets; the CCJPA supplemental allocations for Minor Capital and Capitalized Maintenance; and the California intercity passenger rail-support supplemental allocations for Onboard Wi-Fi and Link21. The following table summarizes the funding authorized from CalSTA in the ABP approval letter for FY 2022.

<b>Budget Item</b>	<b>FY 2021 CalSTA Authorized</b>	<b>FY 2022 Annual Business Plan Request (a)</b>	<b>FY 2022 CalSTA Authorized</b>	<b>FY 2022 vs. FY 2021 % Change</b>
<b>Amtrak Operations (b)</b>	\$ 12,590,113	\$ 61,038,000	\$ 11,066,009	-12.1%
<b>CCJPA Administrative Management</b>				
General Administrative	\$ 2,846,000	\$ 2,960,000	\$ 2,960,000	4.0%
Information/Customer Services	\$ 1,161,000	\$ 1,207,000	\$ 1,207,000	4.0%
CCJPA Marketing	\$ 1,174,000	\$ 1,174,000	\$ 1,174,000	0.0%
<b>CCJPA Supplemental Allocations</b>				
Minor Capital (c)	\$ -	\$ 500,000	\$ 500,000	100.0%
Capitalized Maintenance (d)	\$ 100,000	\$ 1,000,000	\$ 1,000,000	900.0%
<b>CA IPR Supplemental Allocations</b>				
WiFi Management (e)	\$ 2,773,878	\$ 2,539,000	\$ 2,539,000	-8.5%
Link 21 (New Transbay Rail Crossing) (f)	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	50.0%
<b>TOTAL – CCJPA Budget</b>	<b>\$ 21,644,991</b>	<b>\$ 71,918,000</b>	<b>\$ 21,946,009</b>	<b>1.4%</b>

- a) The CCJPA Annual Business Plan Update submitted to CalSTA in April 2021.
- b) The Amtrak Operating budget for FY 2022 is supplemented by a carryover of federal relief funding in the amount of \$4.28 million, FY 2020 Operating Surplus funds in the amount of \$8.69 million, and FY2021 Operating funds in the amount of \$12.59 million. The current budget authorized is the amount forecasted to sustain the current level of train service through the end of the fiscal year. Future increases will require a mid-year budget adjustment.
- c) Minor capital allocation to support small scale projects. Unexpended prior year funding was approved for use in FY 2021 for Minor Capital and therefore no new funding was authorized in FY 2021.
- d) Capitalized maintenance program funding to ensure a high-performance service. Unexpended prior year funding was approved for use in FY 2021.
- e) Funding supports the provision of third party onboard-WiFi and its associated management expenses for the northern California IPR fleet transferred from Amtrak to the CCJPA in FFY 2018-19.
- f) Separate allocation to support staffing and project planning resources related to the joint study with San Francisco Bay Area Rapid Transit for Link21



**RECOMMENDATION**

It is recommended that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the CCJPA FY 2022 budget of \$21,946,009 pursuant to the enactment of the State Budget Act of 2021 and the allocation of such funds by the State to the CCJPA. As well, it is recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter in all necessary agreements for the implementation of the CCJPA FY 2022 ABP as supported by the funding of the FY 2022 CalSTA ABP approval letter; and 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.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of Adopting the Capitol Corridor  
Joint Powers Authority Fiscal Year 2021-2022 Budget/

Resolution No. 21-21

**WHEREAS**, the State Budget for Fiscal Year 2021-2022, which covers the period July 1, 2021 through June 30, 2022, was enacted on June 28, 2021; and

**WHEREAS**, the FY 2021-2022 Annual Business Plan (ABP) submitted on April 30, 2021 calls for restoration of the Capitol Corridor train service plan to pre-COVID levels (30 weekday and 22 weekend trains) after the first quarter of FY 2022; and

**WHEREAS**, although we have seen an increase in ridership since the release of the FDA-approved COVID-19 vaccine in December 2020, weekly ridership continues at average of 30-40% of pre-pandemic levels.; and

**WHEREAS**, the CCJPA has received the FY 2021-2022 Annual Business Plan (ABP) approval letter from the Secretary of the California State Transportation Agency (CalSTA) on July 30, 2021 providing \$21,946,009 to the CCJPA to support its administrative management of the Capitol Corridor service including:

Annual Business Plan Budget	Amount
Administrative	\$ 2,960,000
Marketing	\$ 1,174,000
Information/Customer Services	\$ 1,207,000
Amtrak Operations	\$ 11,066,009
Onboard WiFi Services	\$ 2,539,000
Minor Capital Projects	\$ 500,000
Capitalized Maintenance Program	\$ 1,000,000
Link21	\$ 1,500,000
<b>Total</b>	<b>\$ 21,946,009</b>

, and

**WHEREAS**, All ABP line items included in CCJPA's FY 2022 funding request were authorized as requested, with the exception of the Amtrak Operating budget. Due to the uncertainties caused by the ongoing COVID-19 global pandemic, CalSTA has authorized funding to sustain the current level of service for the full fiscal year at the current time; and

**WHEREAS**, CCJPA staff will continue to work with the State and our California JPA partners to monitor and analyze ridership and financial performance to support service restoration, including cost-saving strategies and potential additional federal relief support; and CCJPA staff will continue to provide regular updates on planned changes in service levels in the coming months; and

**WHEREAS**, Section 8.1 of the Amended Joint Exercise of Powers Agreement among the Member Agencies provides for the preparation and submission to the Capitol Corridor Joint Powers Board of a budget by the Managing Agency, and adoption thereof by the CCJPA Board; and

**RESOLVED**, that the CCJPA Board hereby adopt the CCJPA FY 22 budget of \$21,946,009 pursuant to the allocation letter from the Secretary of the California State Transportation Agency plus any further amount authorized and provided by the State to support additional Capitol Corridor train and feeder bus service based upon the enactment of the State Budget Act of 2021 and subject to allocation of such funding by the State; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter in all necessary agreements for the implementation of the CCJPA FY 2022 ABP as supported by the funding of the FY 2022 CalSTA ABP approval letter; and 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.

## #

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



**Gavin Newsom**  
Governor

**David S. Kim**  
Secretary

915 Capitol Mall, Suite 350B  
Sacramento, CA 95814  
916-323-5400  
[www.calsta.ca.gov](http://www.calsta.ca.gov)

July 30, 2021

Mr. Don Saylor, Chairman  
Capitol Corridor Joint Powers Authority  
2150 Webster St, 3<sup>rd</sup> Floor  
Oakland, CA 94612

Dear Mr. Saylor:

The California State Transportation Agency (CalSTA) is in receipt of the Capitol Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2021-22 and FY 2022-23. The draft Annual Business Plan (ABP) was submitted on April 30, 2021 to CalSTA and the California Department of Transportation (Caltrans).

CalSTA is committed to assisting the CCJPA achieve the goals articulated in the Annual Business Plan of restoring Pre-COVID service levels along the Capitol Corridor. However, given uncertainties related to future ridership growth across the State-supported system, this approval letter authorizes only the initial resources necessary to fully fund the regular administrative budget for the fiscal year and to ensure service can be sustained in FY 2021-22 at the levels being operated today.

The COVID-19 pandemic created an unprecedented drop in ridership and revenue along all of the State-supported corridors. Although ridership on the Capitol Corridor has grown month to month since the initial FDA approval of a COVID-19 vaccine in December 2020, weekly ridership currently averages 30-40% of pre-COVID levels.

In close collaboration with CCJPA staff, Caltrans has developed a cost and revenue model to project the estimated operations subsidy need for each California intercity rail corridor based on current service levels and conservative revenue assumptions in order to ensure the availability of resources through FFY 2021-22. This model was used to estimate the operation funding needs for this initial funding approval.

CalSTA will regularly coordinate with the CCJPA and the other intercity corridors throughout the year to monitor and analyze ridership and financial performance prior to approving funding for additional service increases, including identified cost savings and the availability of additional Federal resources. Importantly, any additional increase in service is also dependent on fleet availability and maintenance efficiencies being achieved with deployment of the new Venture Rail Cars on the San Joaquins, and the subsequent release of bi-level equipment for use across the State-supported intercity passenger rail network.

Finally, additional funding approval for high-priority one-time projects is under consideration, pending review of available resources. These investments include both significant fleet refresh and rebuild proposals to improve the rider experience and extend the life of the fleet, as well as implementation of improved ticketing systems tied to the California Integrated Travel Project (Cal-ITP).

A detailed explanation of this initial approval of State operations funding support is provided below:

## **1. Funding Requests**

### **a. Administrative Expenses**

1. The CCJPA requests \$2,960,000 in Administrative expenses for FY 2021-22 (Page 18, Table 9-1). This amount is approved.
2. The CCJPA requests \$1,500,000 for additional staffing and project planning resources related to the joint study with BART for Link21 (New Transbay Rail Crossing) in support of the vision developed in the 2018 State Rail Plan (Page 19, Paragraph I). This amount is approved, with the resources required to be separately tracked and used for this specific planning effort.
3. By January 31, 2022, Caltrans will provide guidance on an administrative expense escalation rate for FY 2022-23 to be considered as a target for the next ABP. It is possible the escalation rate will be limited and lower than proposed for FY 2021-22.
4. The ABP forecast of \$3,078,000 for Administrative funding in FY 2022-23 is noted and will be analyzed in the context of the State budget capacity for FY 2022-23.
5. The ABP forecast of \$1,500,000 for additional staffing and project planning resources related to the joint study with BART for Link21 (New Transbay Rail Crossing) in FY 2022-23 is noted and will be analyzed in the context of the State budget capacity for FY 2022- 23.

### **b. Marketing Expenses**

1. The CCJPA requests \$1,174,000 for their FY 2021-22 Marketing expenses (Page 18, Table 9-1). This amount is approved.
2. CCJPA shall continue to provide to CalSTA and Caltrans on a regular basis all marketing reports that are provided to the CCJPA Board. CCJPA shall continue to work with Caltrans and the other JPAs in the marketing working group to be prepared to provide support for

statewide analysis on the effectiveness of various marketing efforts to improving the financial performance of the service

3. The ABP forecast of \$1,174,000 for marketing expenditures in FY 2022-23 is noted and will be analyzed in the context of the State budget capacity for FY 2022-23.

**c. Information/Customer Services**

1. The CCJPA requests \$1,207,000 for FY 2021-22 for CCJPA/BART to continue to provide call center/phone information services. (Page 18, Table 9-1) This amount is approved.
2. The ABP forecast of \$1,255,000 for Information/Customer Services funding in FY 2022-23 is noted and will be analyzed in the context of the State budget capacity for FY 2022-23.

**d. Onboard Technology**

1. The CCJPA requests \$2,539,030 for Wi-Fi passenger service and associated management expenses for the Capitol and San Joaquins Corridors for FY 2021-22 (Page 18, Table 9-1). This amount is approved.
2. In 2018, CCJPA worked with Amtrak to transfer the provision of third-party onboard Wi-Fi and its associated management expenses for the two Northern California State-Supported intercity passenger rail services (Capitol Corridor and San Joaquins) to the CCJPA. As part of this shift, CCJPA procured a Next Generation onboard Wi-Fi service provider and a Wi-Fi service oversight contractor. CCJPA commenced the transition to Next Generation Wi-Fi for the Northern California fleet in February 2020 and completed the installation in December 2020.
3. Consistent with the transition to a service-based Wi-Fi contract, CalSTA requests a one-year status report on any gained efficiencies and/or Wi-Fi passenger service improvements resulting from this change.
4. The ABP forecast of \$3,520,000 Wi-Fi funding in FY 2022-23 is noted and will be evaluated in the context of the State budget capacity in FY 2022-23.

**e. Minor Capital Expenses**

1. CCJPA requests \$500,000 for FY 2021-22 funding for Minor Capital costs (Page 18, Table 9-1). This amount is approved; however, approval of projects is on a per case basis.

2. Caltrans has prepared guidelines and an authorization checklist for the use of minor capital project funding consistent with State law. These guidelines and checklist shall be used in requesting minor capital funding. Minor Capital funds cannot be used for administrative, marketing, or Amtrak operating expenses.
3. The ABP forecast of \$500,000 for minor capital expenditures in FY 2022-23 is noted and will be analyzed in the context of utilization of previous minor capital allocations and the State budget capacity for FY 2022-23.

**f. Operations Expenditures**

1. The CCJPA requests \$61,038,000 in Federal Fiscal Year (FFY) 2021-22 funding for Amtrak Operations costs (Page 68, Table 11.2) which assumes a return to Pre-COVID service levels by the second quarter of FFY2021-22. Though CalSTA supports CCJPA's goal to return to full service on the Capitol Corridor, funding at current service levels are approved at this time for reasons described above.
2. Using the revenue/cost model developed in cooperation between Caltrans and the JPAs, using current service levels and conservative revenue assumptions, the estimated operations subsidy need for the Capitol Corridor is \$36,626,335 for FFY 2021-22.
3. In addition to the anticipated FFY 2020-21 federal funding balance of \$4,283,401 from the Federal ARPA legislation, \$8,686,812 remains available to the CCJPA in FFY 2019-20 surplus operations funds along with \$12,590,113 remaining available from their FFY 2020-21 operations allocation.
4. Based on the above estimates and funds available to CCJPA in FFY 2021-22, \$11,066,009 is allocated to CCJPA for FFY 2021-22 operations as detailed in attachment A of this letter. Should revenues improve or costs be lower than expected, the funding level identified will allow service to be provided over a longer period. Should revenues decrease or costs come in higher than expected, additional funding may be allocated to continue operation of the services as the current service levels.
5. All Federal funds should be used to fund the initial Operations payments to Amtrak for FFY 2021-22, followed by FFY 2019-20 surplus funds followed by FFY 2020-21 allocated operations funds before any FFY 2021-22 allocated operations funds are used.

6. The ABP request of \$57,401,000 of operations funding for FY 2022-23 is noted and will be analyzed in the context of the State budget capacity for FY 2022-23.
7. CCJPA shall continue to work with CalSTA, Caltrans, and Amtrak to develop updated Operations estimates based on both the current service level and planned resumption of the Capitol Corridor service, as well as any additional cost saving actions identified in the upcoming discussions.
8. CalSTA will schedule regular budget check-in meetings throughout FY 2021-22 to review updated Operations estimates based on both the current service level and planned resumption of the Capitol Corridor service. Following those meetings, CalSTA may provide additional funding to CCJPA for FY 2021-22 based on those needs identified and the availability of State funds.

**g. Capitalized Maintenance**

1. The CCJPA requests \$1,000,000 for the FY 2021-22 Capitalized Maintenance program for upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance service [Page 18, Table 9-1). This amount is approved and includes:
  - i. \$600,000 for supplementary surfacing
  - ii. \$350,000 for other track improvements
  - iii. \$50,000 for CCJPA Staff time
2. Future ABPs shall include as an operating budget line item the on-going host railroad funding necessary to continue this program of investment to support high-performance service on the corridor.
3. The ABP forecast of \$1,000,000 for Capitalized Maintenance funding in FY 2022-23 is noted and will be analyzed in the context of the State budget capacity for FY 2022-23.

**2. FY 2021-22 Approved Funding Summary:**

Budget Item	Approved Amount
Administrative	\$2,960,000
Marketing	\$1,174,000
Minor Capital	\$500,000
Onboard Technology	\$2,539,000
Information/Customer Services	\$1,207,000



Link21 (New Transbay Rail Crossing)	\$1,500,000
Capitalized Maintenance	\$1,000,000
Operations	\$11,066,009
<b>Total</b>	<b>\$21,946,009</b>

3. Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until March 31st of each year. The result is that the ABP does not include Amtrak's most recent estimate on which a contract will be developed. To resolve this timing issue for the FY 2022-23 ABP, CalSTA requests that the CCJPA provide a draft ABP on April 1, 2022 and submit a final ABP by June 30, 2022.

If you have any questions or need additional information, please contact Chief Deputy Secretary for Rail and Transit Chad Edison, at (916) 323-5400, or by e-mail to [Chad.Edison@calsta.ca.gov](mailto:Chad.Edison@calsta.ca.gov).

Sincerely,

*David S. Kim*

DAVID S. KIM  
Secretary

Attachment

cc:

Robert Padgett, Managing Director, Capitol Corridor Joint Powers Authority

Chad R. Edison, Chief Deputy Secretary for Rail and Transit, California State Transportation Agency

Toks Omishakin, Director, California Department of Transportation

Jeanie Ward-Waller, Deputy Director, California Department of Transportation, Planning and Modal Programs

Kyle Grading, Chief, California Department of Transportation, Division of Rail and Mass Transportation

	Funds Available	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Total
Level of Service - % of Pre-COVID Levels		87%	87%	87%	87%	87%	87%	87%	87%	87%	87%	87%	87%	
Cost		\$ 4,158,297.65	\$ 4,097,279.73	\$ 4,160,278.54	\$ 4,158,093.90	\$ 3,957,598.21	\$ 4,173,269.96	\$ 4,107,861.14	\$ 4,179,288.58	\$ 4,109,311.67	\$ 4,178,466.22	\$ 4,184,601.87	\$ 4,119,022.78	\$ 49,583,370.25
Revenue		\$ 962,617.90	\$ 1,017,528.49	\$ 980,855.45	\$ 960,741.99	\$ 964,890.62	\$ 1,100,463.98	\$ 1,114,948.69	\$ 1,155,875.80	\$ 1,128,303.30	\$ 1,148,304.48	\$ 1,204,793.81	\$ 1,217,710.95	\$ 12,957,035.47
Net Amount Due		\$ 3,195,679.75	\$ 3,079,751.24	\$ 3,179,423.09	\$ 3,197,351.91	\$ 2,992,707.58	\$ 3,072,805.98	\$ 2,992,912.45	\$ 3,023,412.78	\$ 2,981,008.37	\$ 3,030,161.74	\$ 2,979,808.06	\$ 2,901,311.83	\$ 36,626,334.79
CRRSA Used	\$ -													\$ -
ARPA Used	\$ 4,283,400.76	\$ 3,195,679.75	\$ 1,087,721.01											\$ 4,283,400.76
FY20 Surplus Used	\$ 8,686,811.55		\$ 1,992,030.23	\$ 3,179,423.09	\$ 3,197,351.91	\$ 318,006.32								\$ 8,686,811.55
FY21 Allocation used	\$ 12,590,113.00					\$ 2,674,701.26	\$ 3,072,805.98	\$ 2,992,912.45	\$ 3,023,412.78	\$ 826,280.53				\$ 12,590,113.00
State Subsidy										\$ 2,154,727.84	\$ 3,030,161.74	\$ 2,979,808.06	\$ 2,901,311.83	\$ 11,066,009.47

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2021

**FROM:** Robert Padgette  
Managing Director, CCJPA

**SUBJECT:** FY 2021-22 Marketing & Communications Plan and Advertising Agreement

### PURPOSE

For the CCJPA Board to receive an overview of and provide direction for the planned FY 2021-22 CCJPA Marketing and Communications Plan, and to authorize the activation of Year 2 of a three-year option with the current advertising agency for services to support the CCJPA's FY 2021-22 Marketing and Communications Plan.

### BACKGROUND

#### *FY 2021-22 Marketing and Communications Plan Overview*

The CCJPA's marketing and communications plan for FY 2021-22 will include the following elements:

- Evolution of the current creative advertising campaign to market the Capitol Corridor service from Fall/Winter 2021 through Spring/Summer 2022
- Social Media Marketing to include organic and boosted content
- Targeted Marketing Campaigns for Senior, College/University, and additional niches
- Marketing efforts with Caltrans, other JPAs, and/or partner agencies to boost visibility and ridership throughout Northern California and statewide
- Content Development for promotions and information (e.g., schedules, reports, digital content)
- Customer Experience Programs, including maintenance, development, and enhancements for the website, Customer Relationship Management (CRM) software, Interactive Voice Response (IVR) system, CC Rewards loyalty platform, and onboard/station communication improvements
- Promotional Partnership Development
- Public Relations, advocacy, events, and outreach
- Joint Outreach programs with member agencies

For FY 2022, CCJPA staff will continue to heavily market to leisure-driven small groups such as families and friends, specifically featuring the Family and Friends 50% offer, college/university students, seniors, as well as other off-peak oriented offers to be determined throughout the year.

*Year 2 Renewal with Current Advertising Agency*

To maximize cost efficiencies and workflow production, staff is seeking to exercise the option to renew for the second of the three one-year options with the current advertising agency, Creative:MINT, with a budget of up to \$550,000 (supported with CalSTA allocated funds). Agency will provide full advertising services such as creative development, media planning and purchasing, social media placement, and campaign oversight. Use of the advertising agency will ensure consistency in the application of the current campaign to all advertising channels and will also allow the media purchase budget to be maximized. Additionally, the advertising agency can provide CCJPA support in media purchasing and creative design updates for other marketing opportunities that materialize during the fiscal year. Using an abbreviated budget in FY 2021, Creative:MINT performed the following for the CCJPA:

- Created theme for Capitol Corridor campaign artwork, "Get Out There and Rediscover Northern California" to attract off-peak, leisure travelers and past riders back to the service
- Developed targeted advertising media plan that included limited runs of digital out-of-home billboards, mobile, and online advertising.
- Created videos used in social media marketing efforts to tout Capitol Corridor amenities and features

#### **RECOMMENDATION**

The SCG recommends that the CCJPA Board adopt the CCJPA FY 2021-22 Advertising Services Plan for an amount not-to-exceed \$550,000 and authorize the CCJPA Executive Director or their designee to execute Year 2 of a three-year option with the current advertising agency to support the CCJPA's FY 2022 Marketing and Communications Plan.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of  
Authorizing the Activation of Year 2 of a Three-Year Option  
with the current advertising agency for services to support the  
CCJPA's FY 2021-22 Marketing and Communications Plan

Resolution No. 21-22

**WHEREAS**, the CCJPA has identified small groups of families/friends and single leisure travelers as target markets for FY 2021-22 ("FY 2021-22 Campaign") and is developing offers aimed at these groups in its FY 2021-22 Marketing Plan; and

**WHEREAS**, the FY 2021-22 Campaign will promote off-peak travel aboard trains that have available capacity; and

**WHEREAS**, the CCJPA seeks to activate the second of a three-year option for the original FY 2021 contract with the advertising agency at this time to oversee and execute all aspects of the FY 2022 Campaign; and

**WHEREAS**, the CCJPA has identified a not-to-exceed budget of \$550,000 for the FY 2021-22 Campaign that will be supported by California State Transportation Agency (CalSTA)-Allocated funds; and

**RESOLVED**, that the CCJPA Board does hereby approve the budget for the FY 2021-22 Campaign budget for an amount not to exceed \$550,000;

**AND BE IT FURTHER RESOLVED**, that the CCJPA Board hereby authorize the CCJPA Executive Director or their designee to execute Year 2 of a three-year option with the current advertising agency for services to support the CCJPA's FY 2022 Marketing and Communications Plan.

# # #

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

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2021

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** CCJPA Grant Funding Request for Future State and Federal Funding for the Sacramento to Roseville Third Mainline Track, Phase One Project

### PURPOSE

For the CCJPA Board to approve the CCJPA Executive Director to apply for, and if awarded, process grant funding at both the state and federal level with specific attention to the federal Consolidated Rail Infrastructure and Safety Improvement (CRISI) Federal Grant Program Submission for the Sacramento to Roseville Third Mainline Track, Phase One project.

### BACKGROUND

The CCJPA is currently in design development and right-of-way acquisition for the Sacramento to Roseville Third Track, Phase One project. When constructed, the Project will allow for two additional round trips to/from Roseville to points west. CCJPA has completed two 25% UPRR design submittal processes, the second of which reduced the capital construction costs significantly from the initial 25% design submittal, yet there is still roughly a \$68M gap to be made up from the existing programmed state construction funding. CCJPA is working to obtain funding grants from various state sources (in some cases with eligible partners such as Placer County Transportation Planning Agency (PCTPA), and also anticipates the need to apply for federal funding with the anticipated 2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding program as administered by the Federal Railroad Administration (FRA). The CRISI notice of funding availability is expected to be announced in the coming weeks.

Of the four phases of project development (environmental, design, right-of-way, and construction), the CCJPA has tentatively completed the environmental documentation phase for California Environmental Quality Act (CEQA) with the CCJPA Board adoption of the Environmental Impact Report (EIR) in 2015 (Resolution No. 15-22); however, pending some unresolved project level design details subject to Union Pacific Railroad (UPRR) review, a supplemental EIR may be required. If federal funds are awarded, (National Environmental Policy Act (NEPA) clearance will be required (the CEQA EIR is a significant basis for completing the NEPA requirements). The design process is underway now and is at the 25% UPRR design submittal level. Within calendar year 2022, CCJPA expects to have all UPRR design phases completed. Identification of right-of-way potentially needed is underway at this time for neighboring land, which, if necessary, will be acquired prior to construction. CCJPA faces a funding gap at the construction phase.

Unlike past large infrastructure projects with UPRR, UPRR is requesting that CCJPA procure and lead 80% of the construction effort. UPRR will only focus on the signal work and track connections. This requires that CCPA procure not only the public works construction contracts but also a construction management

contract that can augment the limited CCJPA staff resources for this phase of the project. As well, CCJPA will need to lead the utility relocation aspect of construction. All told, this project will be the most significant in CCJPA's history in terms of direct responsibility and funding complexity. If CCJPA successfully obtains federal funding, many aspects of the project will also have to be 'federalized', meaning procurement and contracting will have to proceed according to the applicable federal grant program funding the project.

CCJPA staff has developed the following funding plan, inclusive of secured and proposed state and federal sources as follows:

<b>Funding Program</b>	<b>S/F*</b>	<b>Recipient</b>	<b>Awarded</b>	<b>Proposed</b>
Proposition 1A (Prop 1A)	S	CCJPA	\$ 51.97	
Proposition 1B (Prop 1B)	S	CCJPA	\$ 18.25	
Transit and Intercity Rail Capital Program (TIRCP)	S	CCJPA	\$ 8.48	
Interregional Transportation Improvement Program (ITIP)	S	CCJPA	\$ 3.53	\$ 22.50
State Rail Assistance (SRA)	S	CCJPA	\$ 2.00	
Consolidated Infrastructure and Safety Improvement (CRISI)	F	CCJPA		\$ 29.77
Regional Transportation Improvement Program (RTIP)	S	CCJPA		\$ 2.00
Solutions for Congested Corridors (SCC)	S	PCTPA**		\$ 25.00
<b>Subtotal</b>			<b>\$ 84.23</b>	<b>\$ 79.27</b>
<b>Total Project Funding Required</b>			<b>\$163.50</b>	

\*S= State; F=Federal

\*\* Placer County Transportation Planning Agency

The CCJPA is seeking approval from the CCJPA Board to allow CCJPA to pursue the identified state and federal funding sources, but also allow the CCJPA Executive Director to submit, receive, and process any other state and federal funding grant requests to implement Phase One of the Sacramento to Roseville Third Mainline Track Project as noted in the attached resolution.

## **RECOMMENDATION**

It is recommended that the CCJPA Board approve the attached resolution permitting the utilization of named (or future named) federal and state grant funding sources for their intended purpose in implementing Phase One of the Sacramento to Roseville Third Track Project.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the matter of authorizing the CCJPA Executive Director or designee  
to apply for state and federal funding grants and utilize such funds, if awarded,  
for the purpose of completing construction for Phase One of the  
Sacramento to Roseville Third Track Project

Resolution No. 21-23

**WHEREAS**, the CCJPA has acquired existing state funding for the purposes of completing all phases of the development of Phase One of the Sacramento to Roseville Third Mainline Track Project (hereafter, 'Project') which will permit two additional round trips to and from Roseville, California; and

**WHEREAS**, the existing funding is not sufficient to complete the construction phase of development and will require additional state and federal funding; and

**WHEREAS**, these funding sources, whether state or federal will require a CCJPA Board resolution for funding grant submittals and for receipt of any awarded funding; and

**WHEREAS**, the CCJPA is specifically intending to apply for funding for the 2021 CRISI federal grant program, and state funding from ITIP/RTIP, and with the partnership of the Placer County Transportation Planning Agency (PCTPA) be eligible for Solutions for Congested Corridor state funding; and

**WHEREAS**, these funding sources as well as additional funding from as yet unidentified funding sources at the federal or state level, if the planned funding grant sources are not successful will also be of use in overcoming the funding gap for the Project; and therefore be it

**RESOLVED** that the CCJPA Board authorize the CCJPA Executive Director or designee apply for and process any and all state and/or federal funding grants, with specific focus on the CRISI federal funding grant process and complete all requirements of said funding grants in support of the Project.

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

# # #

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



## CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

### MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021

**FROM:** Robert Padgette  
Managing Director, CCJPA

**SUBJECT:** State and Federal Legislative and Funding Update

#### PURPOSE

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

#### *State Legislation and Funding*

**Negotiations Between Newsom Administration and State Legislature on Investments in Transportation Infrastructure End for Year, Billions in Supplemental Transit and Rail Funding Expected to Return to State General Fund**

*Source: California Transit Association, Executive Director Update, September 7, 2021*

The end of the first year of the 2021-22 Regular Legislative Session, negotiations between the Newsom Administration and the State Legislature to authorize the appropriation of additional funding to the state's high speed rail project and to establish parameters for the allocation of funding for various supplemental investments in transportation infrastructure were not successful..

In the absence of this additional legislation, the following investments revert to the General Fund:

- \$2.5 billion in supplemental investment for the Transit and Intercity Rail Capital Program; Note: The reversion to the General Fund of this supplemental investment does not impact the estimated \$500M-\$600M available to TIRCP from the ongoing appropriation from the Greenhouse Gas Reduction Fund nor SB 1's Transportation Improvement Fee.
- \$500 million for the Active Transportation Program; and,
- \$400 million for Climate Adaptation on Transportation Infrastructure.

While these supplemental investments in transportation infrastructure are not expected to move forward this year, it is expected that negotiations between the Newsom Administration and State Legislature to recommence as we approach 2022 and the beginning of the second year of the 2021-22 Regular Legislative Session. It is possible that these negotiations will include discussion of additional investment benefiting public transit and rail systems.

## Federal Legislation and Funding

### Bipartisan Infrastructure Investment and Jobs Act

On August 10, 2021, the Senate passed the Infrastructure Investment and Jobs Act. The bill is unique because it combines a traditional surface transportation reauthorization bill with a one-time infusion of appropriation funding. The Fixing America's Surface Transportation (FAST) Act enacted in December 2015 will expire on September 30, 2021.

It is hard to overstate the potential impact of this bill on intercity passenger rail in the country. The Federal government has provided episodic and, arguably, limited funding to passenger rail over the last several decades. Congress has provided \$8B in American Recovery and Reinvestment Act (ARRA) funding in 2008 and several hundred million dollars in discretionary rail funds in recent years, which has given the FRA the experience to oversee discretionary programs. Now, the Senate is proposing an order of magnitude increase in Federal funding. While Capitol Corridor has relied almost entirely on State funds for capital investments in recent years, this proposal would provide us with the opportunity to apply for federal investments we know will dramatically enhance our service. The bill would also provide greater investment in rail safety programs to support grade separations and reduce right-of-way fatalities; expand opportunity for federal support to advance large-scale capital projects, such as the Sacramento to Roseville Third Track Project; and accelerate our service expansion plans as defined under the umbrella of the California Statewide Rail Plan and in the adopted CCJPA Vision Plan.

The table below details the intercity passenger rail programs included in the Infrastructure Investment and Jobs Act, highlighting both the five-year appropriation and authorization as compared to the most recent five-year authorization and appropriation.

			Bipartisan Infrastructure Deal	
	FAST Act Authorization	Approps Enacted <sup>1</sup>	One-Time Emergency Appropriation	Authorization (Subject to annual approps)
Passenger Rail Programs (in millions of dollars)	5-Yr Total FY16-20	5-Yr Total FY17-21	5-Yr Total FY22-26	5-Yr Total FY22-26
<b>1. Amtrak Accounts</b>	<b>\$ 8,050</b>	<b>\$ 13,097</b>	<b>\$ 22,000</b>	<b>\$ 19,220</b>
Northeast Corridor	2,596	5,146	6,000	6,570
National Network	5,454	7,951	16,000	12,650
<b>2. USDOT Grant Programs</b>	<b>\$ 2,200</b>	<b>\$ 2,737</b>	<b>\$ 44,000</b>	<b>\$ 15,250</b>
Federal-State Partnership	997	1,075	36,000	7,500
CRISI	1,103	1,616	5,000	5,000
Restoration and Enhancement	100	37	-	250
Railroad Crossing Elimination Program			3,000	2,500
Mag. Lev. Tech Deployment Program		14		
<b>3. Grand Total: Passenger Rail<sup>2</sup></b>	<b>\$ 10,250</b>	<b>\$ 15,834</b>	<b>\$ 66,000</b>	<b>\$ 34,470</b>
Note 1: Appropriations includes COVID-related relief funding (CARES Act, CRRSA, and American Rescue Plan)				
Note 2: Table does not include certain funding directly appropriated/authorized to FRA, including Safety & Operations and Railroad Research & Development				
Table also excludes funding authorized to the Amtrak OIG.				

*Source: Table – State-Amtrak Intercity Passenger Rail Committee Informal Summary Update*

While, as written, the total potential for rail funding is approximately \$100 billion, this would require that Congress fully appropriate funds as authorized. At a minimum, the bill provides \$66 billion in intercity rail funding over five years, more than \$13 billion annually. As a point of comparison, total rail funding in FY 21, not including COVID relief funds, totaled less than \$3 billion. In addition to the programs listed above, other significant multi-modal discretionary programs are proposed that would be available to intercity rail projects.

The CCJPA Reauthorization Ad Hoc Committee met on August 10, 2021 to discuss the bill. The CCJPA Board Chair and Vice Chair have sent a thank you letter to Senate leadership and the California Senators congratulating them on passing the Infrastructure Investment and Jobs Act. Letters of support were also sent to the Congressional Representatives along the Capitol Corridor route.

### **Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Notice of Funding Opportunity (NOFO)**

The Federal Railroad Administration has announced a Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI). Congress has authorized \$361,978,796 for the CRISI grant program for the Secretary to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. Rail safety projects include, but are not limited to, grade crossing enhancements, rail line Relocations and Improvements, and deployment of railroad safety technology. Eligible activities also include regional rail and corridor Planning, environmental analyses, research, workforce development, and training.

Applications for funding under this solicitation are due no later than 5:00 p.m. ET, November 29, 2021. For more information, visit <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>

Capitol Corridor plans to apply for CRISI funding for the Sacramento to Roseville Third Track project.

### **Federal Outreach Strategy**

With an expanding Federal intercity rail program, CCJPA will benefit from increased engagement at the Federal level to ensure that the nature of our service is considered as discretionary programs are developed and executed by USDOT and the Federal Railroad Administration. Staff will continue to engage in the national intercity rail organizations, States for Passenger Rail Coalition and the State Amtrak Intercity Passenger Rail Committee, both of which offer opportunities to engage directly with key stakeholders. In addition, CCJPA has entered into an agreement with SJPA and LOSSAN to establish a California intercity passenger rail coalition that will seek to educate federal policymakers on the unique nature of Amtrak state-supported services, raise awareness of California's growing passenger rail system and proposed investments, and build stronger relationships with intercity rail stakeholders.

### **RECOMMENDATION**

For information only.

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[www.capitolcorridor.org](http://www.capitolcorridor.org)

August 13, 2021

The Honorable Chuck Schumer  
Majority Leader  
United States Senate  
S-221, The U.S. Capitol  
Washington, D.C. 20510

The Honorable Mitch McConnell  
Minority Leader  
United States Senate  
317 Russell Senate Office Building  
Washington, D.C. 20510

**Subject: Infrastructure Investment and Jobs Act**

Dear Majority Leader Schumer and Minority Leader McConnell,

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), congratulations on passing the Infrastructure Investment and Jobs Act, which we believe will be transformational for passenger rail in California and across the country.

As the third busiest intercity passenger rail corridor in the nation, the Capitol Corridor service is a critical transportation system in the Northern California Megaregion, carrying nearly 1.8 million passengers in fiscal year 2019. The CCJPA was created by the State of California in the late 1990s to market and maintain oversight of the state-supported rail service between Auburn/Sacramento, Oakland, and San Jose. For thirty years since its inception, the service has benefitted immensely from steady investment, almost entirely funded by the State of California.

With increased federal support for passenger rail as proposed in the Infrastructure Investment and Jobs Act, we will be able to leverage available state funding and accelerate our plans for expansion defined under the umbrella of the California Statewide Rail Plan and in the adopted CCJPA Vision Plan. Improvements to our intercity passenger rail system will improve mobility for California residents, support the State's economy and serve as a critical strategy to reduce greenhouse gas emissions. We would like to highlight some elements of the legislation that will have a significant impact on passenger rail:

***Recognition of the role of states and joint powers authority in passenger rail.*** As recognized in this legislation, passenger rail in the country is about more than just Amtrak. The fleet used to operate the CCJPA service is owned by the State of California, operations are conducted by Amtrak, the rail infrastructure is owned by Union Pacific Railroad (UPRR) and Caltrain, and the train stations are owned by communities along the corridor. CCJPA brings these partners together to deliver a high-quality intercity passenger rail service. As well, the California intercity rail JPAs lead the effort to deliver capital improvements in partnership with the Class I freight railroads. The legislation, as proposed, provides

discretionary programs for which CCJPA is eligible, including the Federal-State Partnership Program, redefined to expand eligibility to services like our own, and an expanded CRISI program. CCJPA is ready and able to deliver on projects to further enhance and expand our service.

**Improved transparency and reform of the costing system for state-supported service.** The current system that allocates the cost of Amtrak's rail operating services to states does not provide a sufficient level of transparency, nor does it always reflect services provided. We are encouraged by the language in the proposed legislation that sets an expectation for improvements to this system under the oversight of the State Amtrak Intercity Passenger Rail Committee (SAIPRC).

**Investments in safety.** CCJPA and other rail services in the State of California struggle with far too many fatalities along the railroad right-of-way. In this legislation, Congress recognizes this by creating a new grade separation program and providing significant investment in existing programs to reduce right-of-way pedestrian fatalities. While CCJPA has been working in close partnership with UPRR to address this vexing issue, an expanded Federal partnership will allow us to expand our efforts to improve safety. Even a single fatality is one too many.

Please do not hesitate to reach out to Robert Padgette, Managing Director of Capitol Corridor, should you have any questions or would like additional information. He can be reached at (510) 821-3478 or [RobP@CapitolCorridor.org](mailto:RobP@CapitolCorridor.org).

As the Infrastructure Investment and Jobs Act moves to the House, we will engage with our elected representatives to ensure a full understanding of the positive benefits this bill will bring to intercity rail. We very much look forward to being a partner with Congress and the Federal government to deliver this truly transformational investment.

Sincerely,



Don Saylor  
Chair, CCJPA Board of Directors  
Supervisor, Yolo County Board of Supervisors



Raul Perez  
Vice Chair, CCJPA Board of Directors  
Council Member, City of San Jose

cc: U.S. Senator Dianne Feinstein  
U.S. Senator Alex Padilla

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August 18, 2021

**VIA E-MAIL**

The Honorable Nancy Pelosi, Representative  
The United States House of Representatives, 12<sup>th</sup> District of California  
1236 Longworth House Office Building  
Washington, DC 20515

Attention: **Robert Edmonson**

Subject: **Infrastructure Investment and Jobs Act**

Dear Representative Pelosi,

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), we are writing to express our support for the Infrastructure Investment and Jobs Act, which we believe will be transformational for passenger rail in California and across the county.

As the third busiest intercity passenger rail corridor in the nation, the Capitol Corridor service is a critical transportation system in the Northern California Megaregion, carrying nearly 1.8 million passengers in fiscal year 2019. The CCJPA was created by the State of California in the late 1990s to market and maintain oversight of the state-supported rail service between Auburn/Sacramento, Oakland, and San Jose. For thirty years since its inception, the service has benefitted immensely from steady investment, almost entirely funded by the State of California.

With increased federal support for passenger rail as proposed in the Infrastructure Investment and Jobs Act, we will be able to leverage available state funding and accelerate our plans for expansion defined under the umbrella of the California Statewide Rail Plan and in the adopted CCJPA Vision Plan. Improvements to our intercity passenger rail system will improve mobility for California residents, support the State's economy and serve as a critical strategy to reduce greenhouse gas emissions. We would like to highlight some elements of the legislation that will have a significant impact on passenger rail:

***Recognition of the role of states and joint powers authority in passenger rail.*** As recognized in this legislation, passenger rail in the country is about more than just Amtrak. The fleet used to operate the CCJPA service is owned by the State of California, operations are conducted by Amtrak, the rail infrastructure is owned by Union Pacific Railroad (UPRR) and Caltrain, and the train stations are owned by communities along the corridor. CCJPA brings these partners together to deliver a high-quality intercity passenger rail service. As well, the California intercity rail JPAs lead the effort to deliver capital improvements in partnership with the Class I freight railroads. The legislation, as proposed, provides discretionary programs for which CCJPA is eligible, including the Federal-State Partnership Program, redefined to expand eligibility to services like our own, and an expanded CRISI program. CCJPA is ready and able to deliver on projects to further enhance and expand our service.



**Improved transparency and reform of the costing system for state-supported service.** The current system that allocates the cost of Amtrak's rail operating services to states does not provide a sufficient level of transparency, nor does it always reflect services provided. We are encouraged by the language in the proposed legislation that sets an expectation for improvements to this system under the oversight of the State Amtrak Intercity Passenger Rail Committee (SAIPRC).

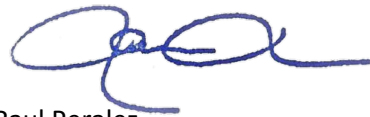
**Investments in safety.** CCJPA and other rail services in the State of California struggle with far too many fatalities along the railroad right-of-way. In this legislation, Congress recognizes this by creating a new grade separation program and by providing significant investment in existing programs to reduce right-of-way pedestrian fatalities. While CCJPA has been working in close partnership with UPRR to address this vexing issue, an expanded Federal partnership will allow us to expand our efforts to improve safety. Even a single fatality is one too many and we want to do everything in our power to prevent these incidents.

Please do not hesitate to reach out to Robert Padgett, Managing Director of Capitol Corridor, should you have any questions or would like additional information. He can be reached at (510) 821-3478 or [RobP@CapitolCorridor.org](mailto:RobP@CapitolCorridor.org). We very much look forward to being a partner with Congress and the Federal government to deliver this truly transformational investment.

Sincerely,



Don Saylor  
Chair, CCJPA Board of Directors  
Supervisor, Yolo County Board of Supervisors



Raul Peralez  
Vice Chair, CCJPA Board of Directors  
Council Member, City of San Jose

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board                      **DATE:** September 10, 2021

**FROM:** Robert Padgette  
Managing Director, CCJPA

**SUBJECT:** Capital Projects Update – Link21 Spotlight

### PURPOSE

To provide the CCJPA Board with an update on the CCJPA's capital program and specifically the Link21 project.

### 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 FY 2021-22 and FY 2022-23 Draft Annual Business Plan, which was adopted by the CCJPA Board at the April 21, 2021 Board meeting (Resolution 21-10).

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

### RECOMMENDATION

For information and discussion.



CCJPA CAPITAL PROJECTS September 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
	<b>CAPITAL PROJECT TOTAL</b>	<b>\$ 444,498,969</b>	
CCJPA PARTNER PROJECTS September 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
	<b>PARTNER PROJECT TOTAL</b>	<b>\$ 33,134,407</b>	

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board                      **DATE:** September 10, 2021

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Capitol Corridor's Annual On-Board Survey Results (June 2021)

### PURPOSE

To provide the CCJPA Board with an overview of the results from the Capitol Corridor On-Board surveys conducted in June 2021.

### BACKGROUND

The CCJPA conducts an annual on-board survey to gauge the overall performance based on the passengers' responses to questions relating to customer service as well as input on Capitol Corridor passengers' demographic information. In 2020, this survey was not conducted due to public health restrictions and cautions surrounding COVID-19. However, CCJPA resumed its annual survey this year in June.

Surveyors collected 1,079 completed surveys between June 22 and 28, 2021. Overall satisfaction scores showed the highest rating since 2014, with a score of 4.31 on a ranking of 1 to 5 with 5 being "very satisfied", an improvement over 2019's score of 4.22. When asked how likely they would be to recommend Capitol Corridor, 94% said they would be Likely/Very Likely to recommend (91% in 2019).

### RECOMMENDATION

For information and discussion.

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** California Integrated Travel Program (Cal-ITP) Update

### PURPOSE

For the CCJPA Board to receive an informational update of the California Integrated Travel Program (Cal-ITP) and the CCJPA relationship to the project as a fiscal sponsor and participant in the program.

### BACKGROUND

Under the authorities granted by Resolution 18-06, the CCJPA applied for and received 2018 Transit and Intercity Rail Capital Program (TIRCP) funding to support the establishment of a statewide program to unify transit in California with a common fare payment system, real-time data standard, and seamless verification of eligibility for transit discounts. The initiative to pursue this effort was borne out of prior phases of work that CCJPA had coordinated with the California State Transportation Agency (CalSTA) and the Caltrans Division of Rail and Mass Transit (DRMT).

Based on salient advice from partners in the prior phases of work to pursue a more ‘agile’ method of developing Cal-ITP, CCJPA led a procurement under the awarded \$27.34M in 2018 TIRCP funding for a consultant team that could adjust, innovate, and work flexibly, toward outcomes. Working with CCJPA staff, a Cal-ITP steering committee, the selected consultant, Xentrans, worked out a process to deliver on a series of diverse and progressive work tasks which has led to several field trials. This advancement would not have been possible without the leadership of CalSTA and key Caltrans staff who led the process of change in coordination with a diverse cadre of external parties both in the private sector (e.g., payment processors, hardware suppliers) and public sector (e.g., California Department of General Services, Department of Motor Vehicles).

A key objective of Cal-ITP is to simplify the process of trip planning, payment, and determining discount eligibility by utilizing the State of California to engage with the market at scale, with scale cost efficiencies, while also elevating transit agencies across the state to a standard quality of accurate and complete information (using the General Transit Feed Specifications, or GTFS) for trip planning purposes, and then utilize readily available State maintained data (such as age-based discounts, student discounts), which could support application of travel discounts embedded in the transit payment process. The critical approach has been to make discrete advancements with every step but with an eye towards the larger vision. The complexity and diversity of transit systems across the state warrants this approach.

Cal-ITP began from the basis of an integrated mobility framework and has advanced by defining system features by work area (i.e., the work tasks), which has led to the launch of minimum viable products (MVPs) with select transit agencies. All of those involve the inclusion of contactless payments (credit card EMV

supported) thus far and relate to utilizing contactless payments in various environments. With these initial MVPs, the work program is refined, new MVPs are added, and the work program evolves.

Over time, the intention is for Cal-ITP to transition into a State program. Some of this has already started with some work programs (primarily in the GTFS side of Cal-ITP). During this item's presentation, the details will be provided, visually depicting how work has evolved and will continue to evolve and transition over time.

It is important to note that in addition to being the fiscal sponsor of Cal-ITP, CCJPA is also a beneficiary of an MVP process for passenger rail. We are actively engaged with a process to have on-train contactless payment readers, conductor validator readers, and a public information campaign developed, which will allow CCJPA to control its payment system and costs. This is expected to reduce the costs for ticketing and payment support, become more user-friendly, and improve equity among Capitol Corridor patrons. In addition, it will be the basis for integrating rail with transit trips across the state.

This item is meant as an opportunity to bring the CCJPA Board up to speed with the evolution of Cal-ITP to this point and to explain CCJPA's role in that process and as a beneficiary of that process. During the November 2021 CCJPA Board meeting, CCJPA staff anticipates bringing key action items related to Cal-ITP administration to allow the program to continue both the statewide evolution and train MVP.

## **RECOMMENDATION**

For information and discussion.



**Date:** September 10, 2021  
**From:** Robert Padgett, Managing Director  
**To:** CCJPA Board of Directors  
**Subject:** Managing Director's Report – August 2021

At its September 15, 2021 meeting, the CCJPA Board will be provided with an update on year-to-date service performance, customer service, and other updates.

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021  
**FROM:** Robert Padgette  
Managing Director, CCJPA  
**SUBJECT:** WORK COMPLETED (September 15, 2021 Meeting)

### PURPOSE

To provide a report on work completed up to the September 15, 2021 CCJPA Board meeting.

### BACKGROUND

The following is a report on recently completed work:

- a. Visit with Representative Ro Khanna for Agnew Siding: On Wednesday, July 7, 2021, CCJPA Board Vice Chair Raul Peralez and CCJPA Board Director Lisa Gilmore, along with CCJPA Managing Director Rob Padgette and Deputy Managing Director Leo Sanchez, hosted Representative Ro Khanna of CA-17 at the Santa Clara-Great America station to provide him with information about the Capitol Corridor's Agnew Siding Project. Representative Khanna supported \$6.6M in project funding for inclusion in H.R. 3684 INVEST in America Act. If the project is included in the pending federal transportation reauthorization, this funding, together with the existing \$3.5M of committed State funding, would allow the Capitol Corridor and Altamont Commuter Express (ACE) to complete work by the end of 2022. The Agnew Siding Project will reduce train delays, improve road congestion, and combat climate change.
- b. Link21 Virtual Public Workshops: In June and July 2021, the Capitol Corridor and BART, in coordination with several municipal and transportation agencies throughout the 21-county Northern California megaregion, completed its first round of online public workshops for the Link21 Program. Each interactive workshop focused on a different area of the Megaregion and intended to inform the public and gather feedback about their transportation needs and priorities. There will be a second round of forums later in the year. See the [Link21 Event page](#) for a complete list of past and future outreach events.
- c. Surfliner Door Panel Replacement: As of August 25, 2021, door panels on all Northern California cars have been replaced. The results of this completed project will lead to quieter rides for our passengers and a reduction in door-related delays. To enhance the state-wide

reliability, staff is working with Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) on completing the remaining 13 state-owned Surfliner cars in Southern California.

- d. Café Car Service: Café Car service reopened in June with limited menu. Staff expanded the food offerings in July with a new Snack Pack. Perfect for kids and families, the Snack Pack was created in collaboration with the San Joaquins and includes a variety of snacks contained within a Capitol Corridor and San Joaquins' branded box.
- e. El Dorado Transit: CCJPA and El Dorado Transit Authority have partnered to operate the Thru-Way Bus Service between Sacramento Valley Station and South Lake Tahoe with intermediate stops at Cameron Park and Placerville. This partnership allows El Dorado County Transit Authority to use their existing buses, which will be operated and maintained by El Dorado County Transit Authority. This project will reduce operating and maintenance costs of the Thru-Way bus service and will continue to connect Capitol Corridor trains to the Thru-Way bus service at Sacramento Valley station. Service is daily. CCJPA will partner with El Dorado Transit Authority to increase daily service levels as ridership demands grow and research feasibility for Zero Emission Buses (ZEB) for this route. The partnership began on July 5, 2021, and the service launched successfully.
- f. Marketing Activities (June 2021 – August 2021):
  - Advertising, Promotions, and Offers:
    - a. “Get Out There/Rediscover Northern CA” campaign flighted in June to promote three summer offers aimed at stimulating leisure travel.
    - b. Summer offers: Take 5 for \$5 on Weekends to promote family/small group travel, Seniors Ride Half Off Midweek to promote off-peak travel, CC Rewards 50% off Weekends to grow loyalty program and offer solo travelers a weekend discount.
  - Print and Digital Communications:
    - a. Communications: Coordinated announcements of El Dorado Transit assuming operation of the Sacramento-S. Lake Tahoe connecting bus service.
  - Public Relations, Events, Outreach, and Customer Service
    - a. Communications regarding Link21 Public Workshops

## RECOMMENDATION

For information only.

## Marketing & Public Relations

### New and Returning Promotions



With travel restrictions approaching the rear view, Capitol Corridor welcomed passengers back to travel with three great offers. This summer, two of our most popular discounts have returned: Take 5 for \$5 Weekends and Seniors Save 50% Midweek. Also, we debuted an exclusive offer of 50% Off Weekends for CC Rewards members. *Read more:* [https://www.capitolcorridor.org/blogs/get\\_on\\_board/capitol-corridor-introduces-summer-fare-deals-to-boost-ridership/](https://www.capitolcorridor.org/blogs/get_on_board/capitol-corridor-introduces-summer-fare-deals-to-boost-ridership/).

### New Menu Item



Capitol Corridor teamed up with the San Joaquins to offer a new, co-branded menu item in the Café Car. The new Snack Pack offers some great items (Chips, Cookie, Nuts, Mini Clif Bar) at a value. We continue to evolve our menu to adjust to our ridership. Check out the current menu: <https://www.capitolcorridor.org/cafe-car-menu-v2/>

### Returning to the Office



We invited a guest blogger to share some of the important considerations for those returning to the office after being away for over a year. The habits for many of us have changed, and the article offers strategies for adjusting to a new in-person work routine.

*Read more:*

[https://www.capitolcorridor.org/blogs/get\\_on\\_board/six-strategies-for-a-smooth-post-covid-return-to-office/](https://www.capitolcorridor.org/blogs/get_on_board/six-strategies-for-a-smooth-post-covid-return-to-office/)

### #CCBackOnBoard





Each week, Capitol Corridor is seeing more returning and new faces on board the train. To celebrate our passengers, we launched our #CCBackOnBoard campaign. A lucky rider that snapped a selfie on board the train and used the hashtag was entered to win a prize package of Capitol Corridor swag!



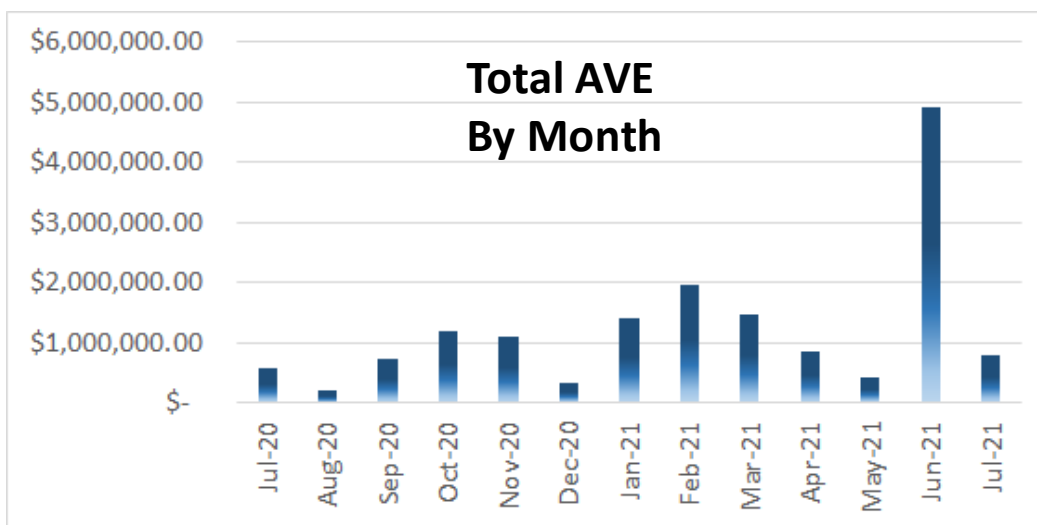
# Communications: Social Media, CC Rail Mail and Service Alerts

## Followers as of 8/24/21

	16,691 - 351
	6,439 + 33
	3,444 + 25

July 2021	Net New Subscribers	Total Subscribers	Engagement Rate
CC Rail Mail	14	6,018	42%
Weekday Service Alerts	31	5,256	34%
Weekend Service Alerts	48	1,659	29%

## Earned Media Reporting – July 2021



Number of News Stories: 13  
 Number of Broadcast Stories: 14  
 Advertising Value Equivalency (AVE): \$796,748

## Website - Jul 21 to May 21

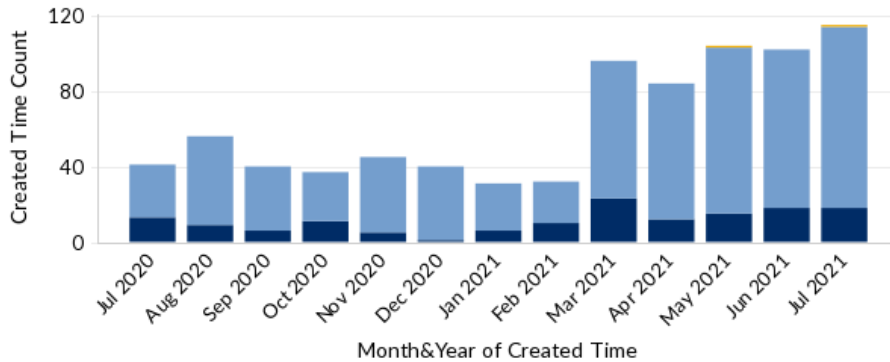


	CapitolCorridor.org Visits	Percentage of Visits Via Mobile	Referrals to Amtrak.com from Capitol Corridor.org	Bookings on Amtrak.com initiated from CapitolCorridor.org
July	81,571	66.1%	11,481	2,322
June	68,404	59.2%	7,441	1,540
May	35,126	47.8%	3,043	864



# Customer Experience

## Customer Comments

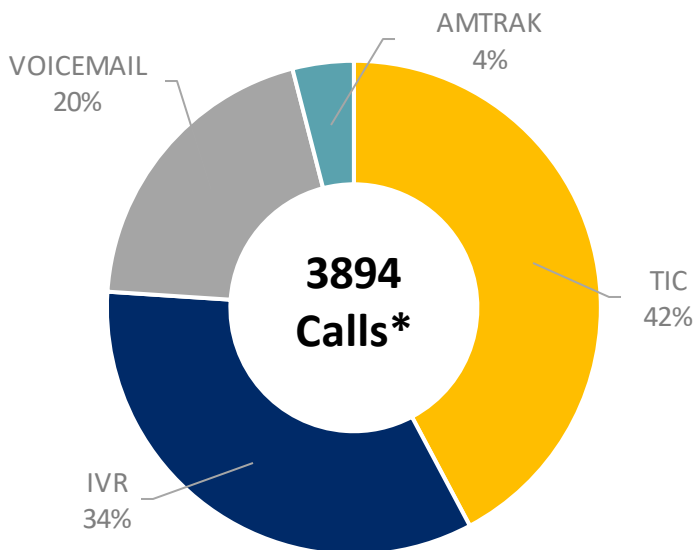


## Company Store

<b>FY21 Total Sales</b>	\$2,636.91
<b>FY21 Avg Sales/Month</b>	\$219.74
<b>FY22</b>	<b>Sales</b>
July	\$195.82

## IVR– July 2021

### Call Distribution



Initial Call Flow	Calls
Live Agent	1114
Articles Query (Rider Policies)#	1017
Schedules	568
Voicemail	350
Something Else+	331
Train Status	199
Trip-Planning	138
Stop Information	72
Refunds	60
Travel Advisories	31
Service Alerts	5
Group Travel	3
<b>Total</b>	<b>3888*</b>

\*Call total discrepancy exists when callers disconnect before being routed.

#Answer is a pre-written response.

+Callers can ask questions and IVR will use keywords to resolve.



# FY22 Marketing and Communications Overview

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

# FY22 Marketing and Communications Overview

<b>July</b> <ul style="list-style-type: none"> <li>✓ El Dorado Transit—Route 20</li> <li>✓ Café Car Snack Box</li> <li>✓ Senior Half Off Mid-Week Promo</li> <li>✓ Take 5 for \$5 Weekend Promo</li> <li>✓ CC Rewards 50% off Weekends Promo</li> <li>✓ On Board Survey</li> <li>✓ Fare Analysis survey</li> <li>✓ Link21 Public Workshops</li> <li>✓ Richmond Transit Center Grand Opening event</li> </ul>	<b>August</b> <ul style="list-style-type: none"> <li>✓ STA film project at OMF</li> <li>✓ Schedule change for Route 7 with a new stop at Humboldt University</li> <li>✓ PCTPA FY22 Joint Marketing Planning</li> <li>✓ Outreach for ADA station accessibility construction (OAC and MTZ)</li> <li>✓ On board survey overview</li> <li>✓ National Black Business Month</li> <li>✓ Return to office passenger survey</li> <li>✓ Bipartisan Infrastructure</li> <li>✓ Football Season service coordination</li> </ul>	<b>September</b> <ul style="list-style-type: none"> <li>• Rail Safety Month</li> <li>• 30th Anniversary promotional offer</li> <li>• Station signage refresh</li> <li>• South Bay Connect video shoot</li> <li>• Hispanic Heritage Month (start 9/15)</li> </ul>
<b>October</b> <ul style="list-style-type: none"> <li>• FY21 Annual report start</li> <li>• Hispanic Heritage Month (end 10/15)</li> </ul>	<b>November</b> <ul style="list-style-type: none"> <li>• Thanksgiving service communications</li> </ul>	<b>December</b> <ul style="list-style-type: none"> <li>• Holiday greeting</li> <li>• Holiday travel communications</li> <li>• 30<sup>th</sup> Anniversary Celebration</li> </ul>
<b>January</b> <ul style="list-style-type: none"> <li>• New Year's Message to Riders</li> <li>• Annual Performance Report</li> </ul>	<b>February</b> <ul style="list-style-type: none"> <li>• Valentine's Day UGC</li> </ul>	<b>March</b> <ul style="list-style-type: none"> <li>• New Train Schedule (tent.)</li> <li>• Oakland A's planning</li> </ul>
<b>April</b> <ul style="list-style-type: none"> <li>• FY23 Budget Planning</li> </ul>	<b>May</b> <ul style="list-style-type: none"> <li>• FY23 Planning</li> </ul>	<b>June</b> <ul style="list-style-type: none"> <li>• Contract vendor planning for FY23</li> <li>• Onboard Survey of Riders</li> </ul>

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** September 10, 2021

**FROM:** Robert Padgette  
Managing Director, CCJPA

**SUBJECT:** WORK IN PROGRESS (September 15, 2021 Meeting)

### PURPOSE

To provide an update on work in progress up to the September 15, 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 occurred at the end of May 2021 and a recent CWG meeting was conducted on August 24, 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. Sacramento – Roseville Third Track Project – The Union Pacific Railroad (UPRR) remains importantly engaged as a partner in this project and has provided extensive review comments on each design submittal. The design team has submitted a revised 25% design submittal to follow by a field constructability review. When complete, this project will allow the Capitol Corridor to operate two additional round trips between Sacramento and Roseville. The future Phase II of this project will permit the Capitol Corridor to operate a total of 10 round trips in this segment.
- c. California Passenger Display System (CalPIDS) – CCJPA is near the closing phases of software development and is checking/fixing bugs at this point and readying for the hardware order. The PIDS hardware order will include Station Controllers, UPS, and minor hardware for each station is needed to interface with the new software. When software is

completed, all the backend systems that rely upon train location details can be launched. On the physical station side of things, cabinets will be ordered prior to the Board meeting. Final station design drawings are in development and are roughly at the 60% level. As those are prepared, the respective station entities that oversee installation are getting design plans to review. In parallel, CCJPA will be leading a public works procurement for the cabinet installations once all stations have reached 100% design level. Subsequently, AT&T will drop their communications system to utilize each cabinet, and functionality of the updated PIDS system (using the older signs and audio components for now) will be tested, commissioned and turned over for full at-station service.

- d. Davis Crossover and Signal Replacement – The design team has continued working with the Union Pacific Railroad (UPRR) to refine the track design for this project and is preparing to submit the 30% design for review and approval. The design team has similarly been developing design plans to modify the adjacent 2<sup>nd</sup> Street. The revised profile of 2<sup>nd</sup> Street will allow construction of the railroad track improvements without the need for a retaining wall between the street and the railroad. The City of Davis is prepared to construct this work upon completion of the plans. 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 has kicked off with a design team selected by Amtrak. Capitol Corridor staff will work to help coordinate the interests of the stakeholders to help ensure a successful project.
- e. Agnew Siding in Santa Clara –The design team has reached the project 30% design completion level and is working on details of the required retaining wall in order to submit the 60% design plans. 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.
- f. Upcoming Marketing and Communications Activities –
  - Advertising, Promotions, and Offers:
    - a. Fall advertising plans will focus on attracting new and returning business/commute travelers, leisure travelers, sports/event attendees, and lead up to 30<sup>th</sup> Anniversary.
    - b. Thirty Percent Off – September will usher in a new 30% off discount to attract new riders to the service, and will run through December as a lead in to our 30<sup>th</sup> Anniversary.
    - c. Statewide Marketing Ridership Recovery – CCJPA is coordinating with the other two JPAs and with Caltrans to develop a statewide marketing plan aimed to promote ridership recovery on all three routes, with support from CalSTA. The in-progress Market Segmentation Study results will inform and guide the marketing campaign that will go into development this fall.

- Communications:
  - a. Rail Safety Month: Digital outreach campaign in partnership with California Operation Lifesaver, social media posts.
- Public Relations, Events, Outreach, and Customer Service:
  - a. Planning for Rail Safety Month
  - b. Planning for 30<sup>th</sup> Anniversary campaign underway

## **RECOMMENDATION**

For information only.