



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS
Wednesday November 15, 2017**

10 a.m.

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

A simultaneous conference call will take place at:

Rooftop School – Library 500 Corbett Avenue San Francisco, CA 94114	City of San Jose 200 East Santa Clara Street, Room 1446 San Jose, CA 95113
Placer County Transportation Planning Agency 299 Nevada Street Auburn, CA	Santa Clara Valley Transportation Authority 3331 No. First Street, Conf. Room B-106 San Jose, CA

AGENDA

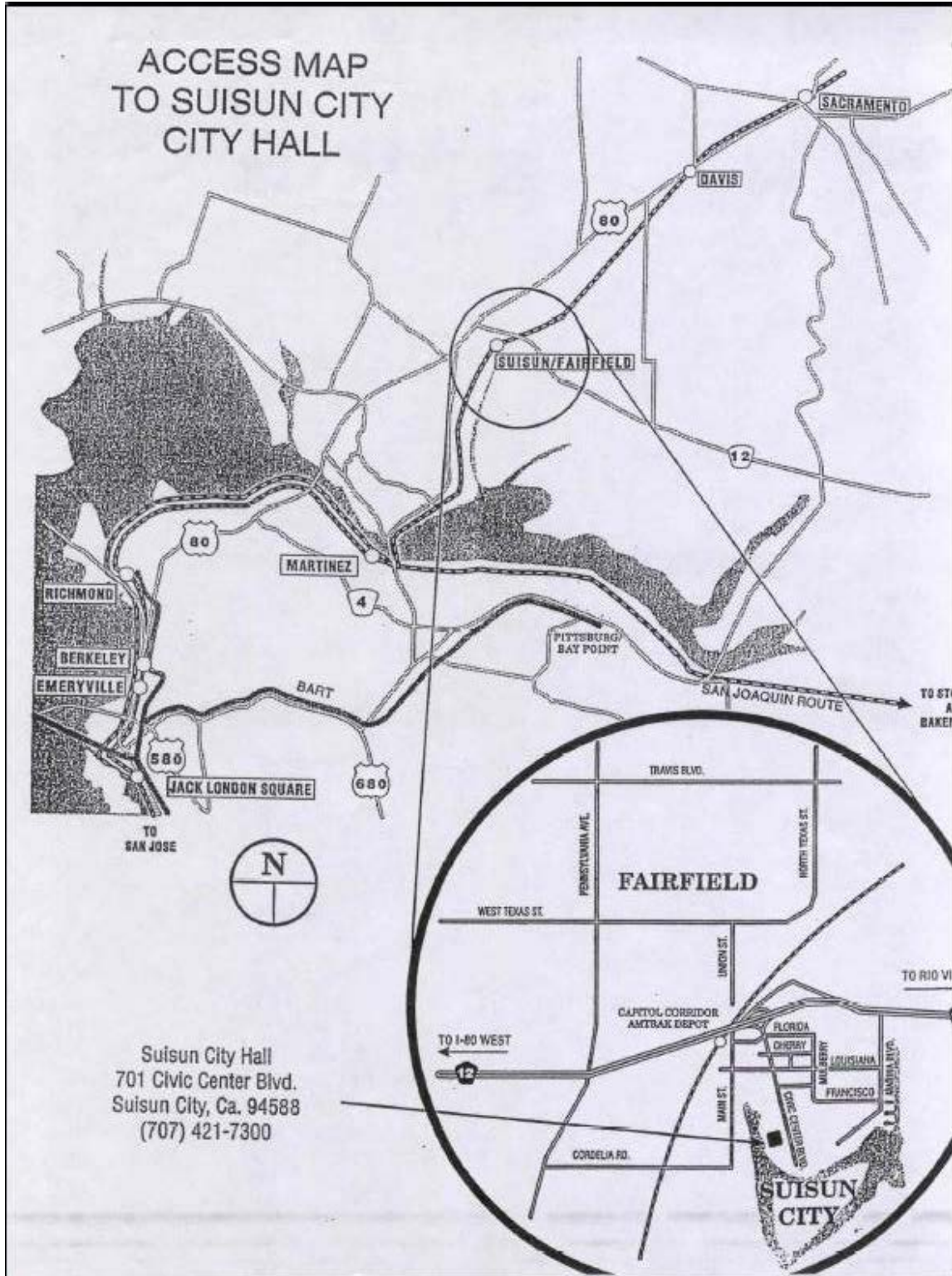
- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
 - 1. Minutes of the September 20, 2017 Meeting
 - 2. CCJPA Board 2018 Meeting Schedule
 - 3. Budget Update: Wayside Power at Oakland Maintenance Facility
 - 4. Right-of-Way Drainage Improvements
 - 5. Supplemental Funding for FY 18 CCJPA Budget: Integrated Ticketing Research Phase 2
- V. Action and Discussion Items
 - 1. Capitol Corridor Annual Performance Report (FY 2017) *Action*
 - 2. Positive Train Control – Trackside Installation: Budget Update *Action*
 - 3. Legislative Matters *Action*
 - 4. Submittal of CCJPA Project Applications for 2018 SB1 Funding Programs *Action*
 - 5. Quarterly Status Report: Programmed Capital Projects and New Vehicles *Info*
 - 6. *California State Rail Plan* (overview by Caltrans) *Discussion*
 - 7. Managing Director’s Report *Info*
 - 8. Work Completed *Info*
 - a. Introduction of Charger Locomotives into Capitol Corridor Revenue Service
 - b. Fairfield/Vacaville Station (Service started November 13, 2017)
 - c. FY 2018 CCJPA/Amtrak Operating Agreement
 - d. CCJPA Procurement Policy (Updated)
 - e. California Rail Safety Month (September 2017)
 - f. Marketing Activities (September – October 2017)
 - 9. Work in Progress *Info*
 - a. CCJPA Sacramento-Roseville 3rd Track Project Phase 1
 - b. Northern California Megaregional Passenger Rail Planning
 - c. On-Board Information System Project (OBIS)
 - d. CCJPA Bike Access Program
 - e. Station Signage and Platform Safety Upgrades
 - f. Richmond Station Platform Improvements
 - g. Renewable Diesel Pilot Program: Status Report
 - h. Upcoming Marketing Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., February 14, 2018 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

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

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

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

MAP DIRECTIONS TO SUISUN CITY HALL



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors

Minutes of the 106th Meeting

September 20, 2017

The 106th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, September 20, 2017, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; and County of Yolo, Davis Office Building, 600 A Street, Suite B, Davis, California. Chair Lucas Frerichs presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Chair Frerichs called the meeting to order at 10:02 a.m.

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair Lucas Frerichs, Yolo County Transportation District (YCTD); Jeff Harris, Sacramento Regional Transit District (SRTD); Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Raul Peralez, Santa Clara County Transportation Authority (SCVTA); Teresa O'Neill, SCVTA; Nicholas Josefowitz, San Francisco Bay Area Rapid Transit District (BART); Joel Keller, BART; Robert Raburn, BART; Rebecca Saltzman, BART; Harry Price, Solano Transportation Authority (STA); and Bridget Powers, PCTPA (Alternate).

Present in Davis: Don Saylor, YCTD.

Absent: Directors Steve Miller, SRTD; Susan Rohan, PCTPA (Alternate in stead); Debora Allen, BART; Bevan Dufty, BART; and Jim Spring, STA.

III. Report of the Chair. Chair Frerichs introduced and welcomed Directors Powers, Peralez and O'Neill participating in person versus via teleconference. Chair Frerichs reported on the receipt of the allocation letter from the State authorizing expenditures for the Fiscal Year 2018 Budget; new funding opportunities included in the legislative update on the agenda; progress of introducing the new Tier IV Charger locomotives into revenue demonstration testing; and the success in advancing the NorCal Megaregional Rail Planning efforts.

IV. Consent Calendar. Chair Frerichs introduced the Consent Calendar. Director Raburn moved adoption of Item IV.1, Minutes of the June 21, 2017 Regular and Special Meetings; Item IV.2, Resolution No. 17-09, In the Matter of Approving an Update to the CCJPA FY17 Budget; Item IV.3, Resolution No. 17-10, In the Matter of Providing Authorization to Obtain FY16-17 Funds from the California Office of Emergency Management Services; and Item IV.4, Resolution No. 17-11, In the Matter of Approving a Budget for the Railroad Right-of -Way Aerial Imagery Project. Director Saltzman seconded the motions, which passed by roll call vote. Ayes: 11 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O'Neill, Josefowitz, Keller, Raburn, Saltzman, and Powers. Noes: 0. Abstain: 1 - Price. Absent: 4 – Directors Miller, Allen, Dufty, and Spring.

V. Action and Discussion Items.

1. **CCJPA FY18 Budget.** Mr. David Kutrosky, Managing Director, requested the Board adopt the CCJPA FY18 budget as previously presented and based upon enactment of the State Budget Act of 2017.

Director Raburn moved adoption of Resolution No. 17-12, In the Matter of Adopting the Capitol Corridor Joint Powers Authority Fiscal Year 18 Budget. Director Harris seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O’Neill, Josefowitz, Keller, Raburn, Saltzman, Price, and Powers. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Allen, Dufty, and Sperring.

- 2. CCJPA/Amtrak FY18 Operating Agreement. Mr. Kutrosky reviewed the proposed CCJPA/Amtrak FY18 Operating Agreement for Amtrak’s operation of the Capitol Corridor Service (intercity train and feeder bus). The item was discussed.**

Director Raburn moved adoption of Resolution No. 17-13, In the Matter of Approving the Agreement for the Provision of Rail Passenger Service (‘FY18 Operating Agreement’) between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority. Director Saltzman seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O’Neill, Josefowitz, Keller, Raburn, Saltzman, Price, and Powers. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Allen, Dufty, and Sperring.

- 3. FY18 Marketing and Communications Program. Mr. Kutrosky introduced Ms. Priscilla Kalugdan, Marketing Manager, to present the planned FY18 Marketing and Communications Plan and to request activation of Year One of the three-year option with the current advertising agency for services to support the Plan.**

Director Raburn moved adoption of Resolution No. 17-14, In the Matter of Authorizing a One-Year Option on the Contract for Advertising Services to Support the FY18 Advertising Campaign. Directors Harris and Price seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O’Neill, Josefowitz, Keller, Raburn, Saltzman, Price, and Powers. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Allen, Dufty, and Sperring.

- 4. Legislative Matters. Mr. Kutrosky reviewed proposed legislative matters affecting Capitol Corridor service, including Senate Bill 595 (Beall), the Metropolitan Transportation Commission sponsored Regional Measure 3 Bay Area Toll Expenditure Plan; FY2017 Federal Appropriations; and Proposed Federal Appropriations for FY18.**

Director Holmes moved that the CCJPA Board authorize the CCJPA Executive Director to submit a letter addressing SB595 (Beall). Director Saltzman seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O’Neill, Josefowitz, Keller, Raburn, Saltzman, Price, and Powers. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Allen, Dufty, and Sperring.

- 5. CCJPA Project Applications for FY18 SB1 Funding Programs. Mr. Kutrosky updated the implementation of the new funding programs authorized with passage of Senate Bill 1 and requested authorization of the expenditure of CCJPA funds to enter into agreements that will assist in the CCJPA’s preparation and submittal of grant applications.**

Director Harris moved adoption of Resolution No. 17-15, In the Matter of Authorizing Funds to Support the Preparation of Project Applications Related to the FY18 SB1 Funding Programs. Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O’Neill, Josefowitz, Keller, Raburn, Saltzman, Price, and Powers. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Allen, Dufty, and Sperring.

- 6. On-Call Consultant Planning/Engineering Support Services (2017-2020). Mr. Kutrosky advised the Board of the need for the procurement of on-call consulting services to support planning and engineering/environmental activities.**

Director Saltzman moved adoption of Resolution No. 17-16, In the Matter of Providing Authorization for the Procurement of On-Call Contracts for Service Planning and Engineering/Environmental Services (2017-2020). Director Holmes seconded the motion, which passed by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Holmes, Saylor, Peralez, O’Neill, Josefowitz, Keller, Raburn, Saltzman, Price, and Powers. Noes: 0. Abstain: 0. Absent: 4 – Directors Miller, Allen, Dufty, and Spering.

7. **Communications Protocols during Service Incidents (stations, trains, media, other).** Mr. Kutrosky introduced Mr. Mike Henley, Transportation Services Manager, and Ms. Kalugdan to provide an overview of the communication processes and protocols during and after service incidents. The item was discussed.
8. **Managing Director’s Report including Results of Annual On-Board Surveys (May 2017).** Mr. Kutrosky reviewed the recent system performance indicators, highlighting ridership, revenue, farebox ratio, and other service-related items. Mr. Kutrosky directed the Board’s attention to several survey results including mode splits, types of fare media, and how long passengers have used the service. The report was discussed.

Mr. David Schonbrunn addressed the Board.

9. **Overview of Hercules Intermodal Transit Center (by City of Hercules).** Mr. Kutrosky introduced Mr. David Briggs, City Manager, City of Hercules, and Councilmember Dan Romero. Mr. Briggs updated the Board on the progress of the proposed Hercules Intermodal Transit Center. The item was discussed.

Ms. Janet Pygeorge and Mr. David Schonbrunn addressed the Board.

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

VI. Board Member Reports. Chair Frerichs invited Board member reports. Director Price reported on the planned opening ceremony of the Fairfield/Vacaville Station in April 2018. Director Peralez noted the progress of the BART Extension to Silicon Valley and discussions for the preferred method of tunneling through San Jose and encouraged continued focus on improved train schedule/start time coordination.

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

VIII. Adjournment. The Meeting adjourned at 11:47 a.m. Next Meeting Date: 10:00 a.m., November 15, 2017, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the September 20, 2017 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 7, 2017

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: 2018 CCJPA BOARD MEETING SCHEDULE

PURPOSE

For the CCJPA Board to adopt the meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors during Calendar Year 2018.

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 2018. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	Location
February 14, 2018	10:00 am	Suisun, City Council Chambers * Business Plan Adoption
April 18, 2018	10:00 am	Suisun City, City Council Chambers
June 20, 2018	9:00 am	Martinez, City Council Chambers
September 19, 2018	10:00 am	Sacramento, City Council Chambers
November 14, 2018	11:00 am	Oakland, BART Boardroom

RECOMMENDATION

It is recommended that the CCJPA Board adopt the 2018 meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors.

Motion: The CCJPB adopts the attached meeting schedule.



**2018 Meeting Schedule
CCJPA Board of Directors**

Date	Time	Location
February 14, 2018	10:00 am	Suisun City, City Council Chambers * Business Plan Adoption
April 18, 2018	10:00 am	Suisun City, City Council Chambers
June 20, 2018	9:00 am	Martinez, City Council Chambers
September 19, 2018	10:00 am	Sacramento, City Council Chambers
November 14, 2018	11:00 am	Oakland, BART Boardroom

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

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY**MEMORANDUM****TO:** Capitol Corridor Joint Powers Board**DATE:** November 7, 2017**FROM:** David B. Kutrosky
Managing Director**SUBJECT:** BUDGET UPDATE: WAYSIDE POWER AT TWO LOCATIONS IN THE OAKLAND MAINTENANCE FACILITY YARD**PURPOSE**

For the CCJPA Board to approve a revised budget for the installation of two additional wayside power cabinets in the Oakland Maintenance Yard.

BACKGROUND

On August 16, 2016, the CCJPA was awarded the Cap and Trade FY 16-17 Transit Intercity Rail Capital Program (TIRCP) funds for the Wayside Power Cabinets for the Oakland Maintenance Facility (OMF). In September 2016, the Capitol Corridor Board authorized staff to proceed with this project (see Resolution 16-10).

This project will involve installation of the wayside power system at two additional locations in the Oakland Maintenance Yard. This will help accommodate the new Tier IV Charger locomotives and will reduce diesel fuel emissions and costs.

Since the passage of Resolution 16-10, staff has been working with Amtrak to finalize design of this project and prepare for construction. That process has led to a better understanding of the estimated project cost, now expected to reach \$760,000. Concurrently, staff has identified \$560,000 in additional funding available from FY2016 CCRP funds that can be used to complete this project.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised budget of not-to-exceed \$760,000 to install the wayside power system at two additional locations in the Oakland Maintenance Yard, and authorize the CCJPA Executive Director or her designee to enter the necessary agreements for the implementation of the Project.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Wayside Power At Two Locations In The Oakland Maintenance Facility/ Resolution No. 17-17

WHEREAS, the CCJPA has identified a need for additional wayside power systems at two locations in the Oakland Maintenance Facility yard; and

WHEREAS, the CCJPA proposes to construct these facilities in order to reduce diesel fuel usage and corresponding greenhouse gas emissions; and

WHEREAS, the CCJPA has adopted the Wayside Power at Oakland Maintenance Facility Project (the “Project”) pursuant to Resolution 16-10 with an approved budget of \$200,000 for the installation of such wayside power systems at the Oakland Maintenance Facility yard; and

WHEREAS, final design of the Project has revealed that the estimated Project cost will be \$760,000; and

WHEREAS, the CCJPA has secured an additional \$560,000 in FY 16 CCRP funds to meet the revised budget of \$760,000; and therefore be it

RESOLVED, that the CCJPB does hereby approve the revised Project budget for an amount not to exceed \$760,000;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA Executive Director or her designee to enter all necessary agreements required to complete the Project.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 7, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA 2017 RIGHT-OF-WAY DRAINAGE IMPROVEMENTS

PURPOSE

For the CCJPA Board to approve the construction of improvements to drainage facilities along the tracks between Oakland and Sacramento.

BACKGROUND

With the excessive amount of seasonal rainfall during the winter and spring of 2016/2017, drainage facilities along the tracks were overwhelmed by large volumes of water, mud, rocks and debris. In preparation for the coming rainy season, the Union Pacific Railroad has initially identified certain upgrades and repairs that will help handle the expected run-off. These improvements include:

- Clearing right-of-way ditches
- Stabilizing embankments
- Cleaning drainage structures

These improvements will be applied at selected locations, based on further inspections, along the Capitol Corridor route. The estimated cost of these improvements is \$180,000.

Staff has identified \$180,000 in funds to cover these drainage improvements from the following sources:

- FY 16 Minor Capital Improvement Funds: \$180,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$180,000 to construct upgrades and improvements to drainage facilities, and authorize the CCJPA Executive Director or her designee to enter into agreements for the implementation of the Project.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Funding for the
CCJPA 2017 Right-Of-Way Drainage Improvements /

Resolution No. 17-18

WHEREAS, the Capitol Corridor route experienced exceptional rains during the 2016/2017 winter and spring; and

WHEREAS, the drainage facilities along the tracks were taxed by large volumes of water, mud, rocks and debris; and

WHEREAS, a program has been developed to make improvements to the railroad’s drainage systems that will help handle the expected rainwater flows; and

WHEREAS, Staff has identified \$180,000 from FY 16 Minor Capital Improvement (MCIP) Funds to fund proposed upgrades and improvements along the Capitol Corridor Route (“Project”); and therefore be it

RESOLVED, that the CCJPB does hereby approve a budget of \$180,000 for the Project and authorize the CCJPA Executive Director or her designee to enter into the necessary funding and development agreements for the implementation of the Project.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to Union Pacific Railroad and Caltrans Division of Rail.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: SUPPLEMENTAL FUNDING FOR FY 18 CCJPA BUDGET: INTEGRATED TICKETING RESEARCH PROJECT PHASE 2

PURPOSE

For the CCJPA Board to approve an updated FY 18 budget for the CCJPA based on a supplemental allocation from the California State Transportation Agency (CalSTA) for the Integrated Ticketing Research Project-Phase 2.

BACKGROUND

The CCJPA received a supplemental allocation letter (dated October 20, 2017) of funds for the CCJPA's FY 18 Budget from CalSTA Secretary Kelly. The funding amount is \$97,000 and is for the CCJPA to assist Caltrans and CalSTA in the research and evaluation of various integrated ticketing efforts underway within the United States and around the world. This supplemental allocation is linked to the CCJPA's FY 17-18 – FY 18-19 Business Plan Update (April 2017) which presented the CCJPA's efforts to pursue joint ticketing, transit transfers, and other through-ticketing efforts.

The tasks undertaken by the CCJPA with this supplemental allocation include, but are not limited to:

- Create an online repository for all research gathered;
- Outreach to industry experts to gain knowledge and understanding of information that is mission critical to developing an integrated ticketing system(s);
- Develop an integrated ticketing workshop and invite external experts to present their findings on integrated transit ticketing (including event logistics) and present findings from the event;
- Establish scheduled meetings and briefings with Caltrans, CalSTA and project partners; and
- Use the results from these tasks and deliverables to develop a scope for Phase 3 of the Integrated Ticketing Project (see agenda item V.5)

The CCJPA Board adopted the CCJPA FY 18 budget via Resolution 17-12 at its September 20, 2017 meeting, which includes the ability for the CCJPA to accept additional (or further) amounts authorized and allocated to the CCJPA. Thus, pursuant to CCJPA Board Resolution 17-12, this additional \$97,000 would increase the CCJPA's FY 18 budget to \$35,979,000.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt a revised FY 17 Budget for the CCJPA of \$35,979,000 to include the supplemental allocation of \$97,000 the CCJPA received from the CalSTA Secretary on October 20, 2017.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving an Update to the
CCJPA FY 18 Budget/

Resolution No. 17-19

WHEREAS, the Capitol Corridor Joint Powers Authority Board of Directors adopted Resolution 17-12 at its September 20, 2017 meeting approving the FY 17-18 Budget totaling \$35,882,000; and

WHEREAS, the CCJPA received a supplemental allocation letter (dated October 20, 2017) of \$97,000 for the CCJPA’s FY 17-18 Budget from the Secretary of the California State Transportation Agency (CalSTA); and

WHEREAS, the supplemental funding of \$97,000 is to assist Caltrans and CalSTA in the research and evaluation of various integrated ticketing efforts underway within the United States and around the world; and

WHEREAS, this supplemental allocation is linked to the CCJPA’s FY 17-18 – FY 18-19 Business Plan Update (April 2017) which presented the CCJPA’s efforts to pursue joint ticketing, transit transfers, and other through-ticketing efforts; and

WHEREAS, the supplemental allocation will support tasks to be performed by the CCJPA to advance the state’s efforts to develop an integrated transit ticketing system including outreach to industry experts to gain an understanding of information necessary to develop an integrated ticketing system(s), convening an integrated ticketing workshop with external experts, and performing basic project planning activities; and

WHEREAS, the supplemental allocation increases the CCJPA FY 18 Budget of \$35,882,000 by \$97,000 to \$35,979,000; and

WHEREAS, CCJPA Board Resolution 17-12 provides the ability for the CCJPA to accept additional amounts authorized and allocated to the CCJPA; and

RESOLVED, the CCJPA Board does hereby adopt an updated CCJPA FY 17-18 Budget of \$35,979,000 pursuant to the receipt of a supplemental allocation of \$97,000 received from CalSTA (October 20, 2017) for the purposes of advancing the Integrated Ticketing Research Project – Phase 2.

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

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR ANNUAL PERFORMANCE REPORT (FY 2016-17)

PURPOSE

For the CCJPA Board to review, comment, and adopt the draft Capitol Corridor Annual Performance Report for the reporting period of Federal Fiscal Year (FY) 2016-17 (October 2016 through September 2017).

BACKGROUND

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

Following up on a stellar FY 2015-16, the service performance for the Capitol Corridor in this last year, FY 2016-17, included historic records for ridership, revenue and efficiency (System Operating Ratio).

- Records were set for annual ridership (1.61M passengers; +3.0% vs FY 16), revenues (\$32.1M; +5.7% vs FY 16), and System Operating Ratio (57%; +2.2% vs. FY 16).
- Systemwide on-time performance was 91%, finishing in 2nd place for service reliability in the Amtrak national system (ending a 7-year streak as #1) while exceeding the state standard for OTP of 90%.
- Achieved 88% Highly Satisfied Customer Satisfaction rating, a slight drop of less than 1% compared to FY 16.
- The CCJPA initiated a pilot program on August 28, 2017 to test 100% Renewable Diesel (RD) fuel on a California F-59 locomotive assigned to the Oakland-Auburn route switched, making it the first train in California to run on this RD fuel. Testing will be performed in January 2018 on the California F-59 locomotive by CARB to determine the benefits and challenges of using RD.

This year's annual report (a draft will be sent under separate cover) will be similar to last years' leaner format and focus on notable service statistics and overall performance in FY 2016-17 while also noting that the Capitol Corridor service completed its 25th year of operation. The CCJPA Board Directors and staff can then use the report to raise the awareness of and present the success of the Capitol Corridor Service to interested parties – elected officials, local communities, chambers of commerce.

Staff is pursuing an aggressive timeline for the completion of the final version of the Annual Performance Report, in order to make it available during the start of the California Legislative Session in mid-January 2018. Comments from the CCJPA Board will be incorporated into a final version. In addition to the Legislature, the document will be used in presentations to local community leaders and other interested parties that are or may be involved in partnership with the CCJPA.

RECOMMENDATION

It is recommended that the CCJPA Board approve and adopt, as revised in conjunction with comments from the CCJPA Board, the Capitol Corridor Annual Performance Report (FY 2016-17).

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Capitol Corridor
Annual Performance Report (FY 2016-17)/

Resolution No. 17-20

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

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

WHEREAS, a draft Report for Federal Fiscal year 2016-17 (“FY 2016-17”) was transmitted to the CCJPA Board and comments received from the CCJPA Board at its November 15, 2017 Meeting will be incorporated into the Final Report; and

WHEREAS, the Final Report will be transmitted by mid-January 2018 to the State legislators and will also be used in presentations to local community leaders and other interested parties in the corridor;

RESOLVED, that the CCJPB does hereby approve the Report for FY 2016-17, substantially in the form presented at this meeting, subject to appropriate policy review;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA and its member agencies to distribute the Report, as revised pursuant to comments received at the November 15, 2017 CCJPA Board Meeting, to interested parties and utilize the Report as an outreach and promotional tool to raise the awareness of the Capitol Corridor Service and develop partnerships with state, regional and local officials.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: POSITIVE TRAIN CONTROL – TRACKSIDE INSTALLATION: BUDGET UPDATE

PURPOSE

For the CCJPA Board to approve an updated budget of \$5,000,000 for the CCJPA's share of installing PTC along the tracks of the Capitol Corridor route and authorize the CCJPA Executive Director or her designee to enter into agreements for the CCJPA to pay its share of costs for PTC trackside infrastructure along the Capitol Corridor.

BACKGROUND

Congress, in November 2015, extended the deadline for Positive Train Control (PTC) implementation until December 31, 2018. Union Pacific Railroad has been investing its resources to install and test trackside PTC implementation on their system, which now includes revenue demonstration testing in its Northern California network for its freight trains with PTC-enabled locomotives.

Last year, CCJPA staff had received an initial cost of \$1,000,000 for UPRR's estimate of the CCJPA's share of installing and testing of PTC along a portion of UPRR's Capitol Corridor route and the CCJPA Board adopted Resolution 16-14 at its September 21, 2016 meeting to approve an initial budget of \$1,000,000. Since then, the UPRR has submitted an updated budget of \$5,000,000 for the route of the Capitol Corridor which excludes the Niles Subdivision of the UPRR between Oakland Coliseum Station and the Newark Wye. The UPRR and CCJPA have agreed to withhold these costs pending CCJPA's decision as to whether to stay on the Niles Subdivision or to re-route Capitol Corridor trains along the Coast Subdivision between Oakland Coliseum Station and the Newark Wye that will be subject to an environmental review and various design/service planning analyses.

Fund Source	Initial Budget	Updated Budget
FY 16 Capitol Corridor Reinvestment Program (CCRP)	\$200,000	\$1,191,000
FY 17 CCRP		\$1,191,000
FY 15/16 Prop 1B Transit Safety/Security	\$800,000	\$1,070,000
FY 16/17 Prop 1B Transit Safety/Security		\$1,548,000
TOTAL	\$1,000,000	\$5,000,000

Schedule for Other PTC Components. PTC onboard equipment is now installed on the Northern California state-owned rail fleet (locomotives and cab cars) that are assigned to the Capitol Corridor and San Joaquin trains. Software testing/ upgrades are ongoing to ensure compliance. The critical path for testing of Capitol Corridor trains on the UPRR tracks is the implementation and testing of an Amtrak Back Office Server system, which will be used to provide the location of Amtrak-operated trains to host railroad dispatch centers (i.e., UPRR Dispatch Center/Omaha, NE). The current schedule for installation of the BOS is mid-2018, allowing PTC testing of Capitol Corridor trains to commence. UPRR submitted its requirements to the CCJPA and Amtrak for testing procedures of PTC on their tracks. Caltrain has not yet extended testing to other operating partners using their tracks.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve an updated budget of \$5,000,000 for the CCJPA's share of installing PTC along the tracks of the Capitol Corridor route and authorize the CCJPA Executive Director or her designee to enter into agreements for the CCJPA to pay for its share of UPRR's cost for PTC trackside infrastructure along the Capitol Corridor route.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving an Updated Budget for the
CCJPA's Share of Implementing Trackside Positive Train Control Project / Resolution No. 17-21

WHEREAS, the Congress has mandated installation of Positive Train Control (“PTC”) for freight and passenger rail operations to December 31, 2018; and

WHEREAS, the Union Pacific Railroad has begun revenue demonstration testing of Positive Train Control equipment on the Capitol Corridor route (the “Project”) since August 2016; and

WHEREAS, the Union Pacific Railroad has indicated that it intends to request reimbursement for a portion of the cost of installing Positive Train Control along the Capitol Corridor route, in keeping with the Capitol Corridor’s fair share of the installation costs; and

WHEREAS, the CCJPA Board adopted Resolution 16-14 at its September 21, 2016 meeting to approve an initial budget of \$1,000,000 for the CCJPA’s share of UPRR’s cost of installing and testing PTC trackside infrastructure along a portion of the Capitol Corridor route; and

WHEREAS, the UPRR has since submitted an updated budget of \$5,000,000 for the route of the Capitol Corridor that does not include the Niles Subdivision of the UPRR between Oakland Coliseum Station and the Newark Wye as UPRR and CCJPA have agreed to withhold these costs pending CCJPA’s decision as to whether to stay on the Niles Subdivision or to re-route Capitol Corridor trains along the Coast Subdivision between Oakland Coliseum Station and the Newark Wye; and

WHEREAS, staff has identified \$5,000,000 to help finance the CCJPA’s share of UPRR’s installation costs for PTC trackside infrastructure along the Capitol Corridor as follows:

Fund Source	Initial Budget	Updated Budget
FY 16 Capitol Corridor Reinvestment Program (CCRP)	\$200,000	\$1,191,000
FY 17 CCRP		\$1,191,000
FY 15/16 Prop 1B Transit Safety/Security	\$800,000	\$1,070,000
FY 16/17 Prop 1B Transit Safety/Security		\$1,548,000
TOTAL	\$1,000,000	\$5,000,000

RESOLVED, that the CCJPA Board does hereby approve an updated budget of \$5,000,000 for the CCJPA’s share of installing PTC along the tracks of the Capitol Corridor route and authorize the CCJPA Executive Director or her designee to enter into agreements for the CCJPA to pay for its share of UPRR’s cost for PTC trackside infrastructure along the Capitol Corridor route.

#

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

Legislative Matters

State Legislative Matters

The State Legislature ended the first year of its 2017-2018 session on September 15. Any bills passed by the are required to be acted upon by the Governor on or before October 15, 2017.

Senate Bill 595 (Beall)- Regional Measure 3 Bay Area Toll Expenditure Plan. SB 595 was passed by the Senate and Assembly and was enacted into law by Governor Brown on October 11, 2017. SB 595 would provide the authority to the Bay Area Metropolitan Transportation Commission to place a ballot measure (referred to as “Regional Measure 3”) in the 9 Bay Area counties to increase tolls on the region’s bridges. The bill includes an expenditure plan of various projects that have a nexus to the bridges with the intent that these projects would provide for Reis congestion along these bridge corridors.

The CCJPA has been involved in discussions and is included in the expenditure plan for the project list in SB 595. Specifically, the Oakland-San Jose Phase 2 Project, through the CCJPA Board’s adoption of the Vision Implementation Plan (November 2016), has a nexus with the Dumbarton Bridge crossing. As part of this project to improve and expand Capitol Corridor service to/from San Jose/Silicon Valley, staff is evaluating viable routing alignments along the East Bay, which, in either alignment, will include an intermodal connection between Capitol Corridor trains and Dumbarton transit services (bus and/or proposed rail). On July 10, 2017, the CCJPA sent a letter supporting SB 595.

Federal Legislation and Funding

Federal FY 17 Rail Title Appropriations. For the first time, federal funds have been made available for intercity rail services (Amtrak and state-supported routes) via the Rail Title in the FAST Act of 2015. The USDOT is currently developing guidelines for the grant applications, project uses and other requirements for the expenditure of these federal funds. The CCJPA is eligible for the following appropriations from the FY 17 appropriations to the FAST Act Rail Title account:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$68 million. Competitive grants to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability. PTC and other technology items and rail line relocation are also eligible for funding. 50% match is required.
- State of Good Repair (SOGR): \$25 million. Competitive grants for projects to improve qualified railroad assets. 20% match is required.

Proposed Federal FY 18 Appropriations. Both Appropriations Committee (House and Senate) have developed the expenditure plans for the various national departments including the USDOT FRA-managed FAST Act Rail Title account. Below is a comparison of the FY 18 proposals compared to the FY 17 final appropriation to the Rail Title account:

Rail Title Account	FY 17 Final	Senate Approps	House Approps
CRISI (50% match)	\$68M	\$93M	\$25M
SOG (20% match)	\$25M	\$26M	\$500M
SSRC/SAIPRC	\$2M	\$2M	\$2M

On September 6, 2017, Congress passed and the President will enact a three-month Continuing Resolution (CR) that will allow the federal government to remain solvent through early December 2017 in order to address deadlines associated with the federal debt ceiling limit and emergency relief funds in the aftermath of Hurricane Harvey in Texas. This short-term CR does not provide any additional funding to the federal Rail Title accounts [CRISI and SOGR]. Federal Rail Title Account funding could be provided either under an omnibus FY 18 Appropriations or a long-term CR at FY 17 fund levels for the remainder FY 18.

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: SUBMITTAL OF CCJPA PROJECT APPLICATIONS FOR 2018 SB1 FUNDING PROGRAMS

PURPOSE:

For the CCJPA Board to approve the CCJPA staff to make applications for funding grants based on the SB 1 state funding sources

BACKGROUND

SB1 Fund Sources: In April 2017, the Legislature enacted, and the Governor signed into law, Senate Bill 1 (Beall, Chapter 5). SB1, also known as the Road Repair and Accountability Act, is projected to provide an average of \$5.2 billion annually to support improvements to the state's transportation network. Sources of funding that are directly and indirectly available to the CCJPA are as follows:

- *State Rail Assistance:* A portion of the increase in state sales tax on diesel fuels will flow continuously on a quarterly basis split evenly between (1) the 5 commuter rail agencies (10% to each) and (2) the state intercity passenger rail (IPR) program (25% to each of the 3 IPR services and 25% to the Caltrans Div. of Mass Transit). The CCJPA can ***directly apply*** for up to approximately \$13.15 million over the first three years of the SRA allocation program (FY 18 – FY 20). SRA applications must be submitted electronically to by December 15, 2017 to be considered for initial funding receipt in February 2018.
- *Transit and Intercity Rail Capital Program (TIRCP):* The CCJPA can also ***directly apply*** for Transit and Intercity Rail Capital Program (TIRCP) funds. CCJPA has been a successful recipient of TIRCP funds for the *Capitol Corridor Travel Time Savings (TTS) Project, Sacramento to Roseville Third Track Project – Phase 1, and the Service Optimization Planning Projects*. TIRCP awards are grants from the Greenhouse Gas Reduction Fund to fund the development and implementation of transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. Key goals of the fund are to expand and improve rail service to increase ridership and integrate the rail service of the state's various rail operations, including integration with the high-speed rail system. Funding under the TIRCP program is, for the first time, for a programming period over five (5) years. The TIRCP applications are due by January 12, 2018.
- *Other SB1 Fund Programs that Indirectly Benefit Capitol Corridor Service:* While the CCJPA is not an eligible applicant, the CCJPA can partner with agencies that are eligible to apply for the following SB1 fund programs: Solutions for Congested Corridors (SCC) and Trade Corridor Enhancement Program (TCEP). The intent would be to partner on corridor-wide projects that would jointly benefit multiple modes (highway, rail, goods, passengers/people). Project applications will likely be due in Spring 2018.

Submittal of CCJPA Projects for SB1 Funds: The CCJPA will be either applying for SB 1 grant funds solely or in concert with other partner agencies depending on the fund source and the inclusion/integration of other projects within the region of the CCJPA project. Provided below is a table which identifies applications and use of such grants that will be awarded from 2018 SB1 funds and other sources which will be invested to enhance or expand Capitol Corridor service.

PROJECT	Total Budget	2018	SB1			Fed	Local	Regional
		Application?	SRA	TIRCP	Other	Rail	CCJPA	RM3
Sacramento-Roseville 3rd Track– Phase 2	\$195M	Design/Env’1	X	X	X	X	X	
Oakland-San Jose Project – Phase 2A	\$210M	Env’1/Construct	X	X	X	X	X	X
Integrated Ticketing (Phase 3) [1.5 yrs]	\$0.7M	Design		X			X	
UPRR Right-of-Way Maintenance [annual]	\$1M	Env’1/Construct	X					
CA PIDS Replacement/Upgrade [2 yrs]	\$1.7M	Construct	X				X	
UPRR Signal System Upgrade [10 yrs]	\$1.9M	Construct	X			X	X	

Applications for SRA funds will be submitted as the sole financing for some projects or will be used a match for other projects. TIRCP and the other fund sources will be used to match other sources to compete the financing plan for the proposed uses of the applications. The applications for right-of-way maintenance, replacement of the CA Passenger Information Display System (PIDS) digital message platform signs and the signal upgrades will be for construction purposes.

The proposed TIRCP-related project applications will be used to perform advanced development activities, such as design, service planning and environmental documents. The intent is to seek TIRCP and other funds to perform the tasks necessary so that the projects will be ready to apply for construction funds during the subsequent call for projects (in the next 2-3 years). A brief explanation and status of the se proposed TIRCP-funded projects are provided below:

- Integrated Ticketing – Ph 3: The CCJPA has been active in phases 1 and 2. The third phase would take the next step to integrate travel planning, fare payment, and processing across all public transportation modes starting with a basis of integrating the state’s key intercity and commuter rail and transit operators consistent with the statewide transportation planning objectives.
- Sacramento to Roseville 3rd Track (SR3T) Ph 2: This project crosses over Caltrans’ State Route 51, more popularly known as Business 80, and a widening project Caltrans has planned for that highway route. The CCJPA is working with Caltrans District 3 to combine the design and remaining NEPA work of the second phase of SR3T as linked projects to make sure that both projects are eligible for access to the various funding sources eligible from SB1.
- Oakland-San Jose Project – Ph 2A: This project would examine the re-routing of Capitol Corridor trains from the Niles Subdivision between Oakland and Fremont to the Coast Subdivision between Oakland and Newark/Fremont, which is consistent with the CCJPA Board’s adoption of the *Vision Implementation Plan* (November 2017). Staff is working with various East Bay agencies (Alameda County Transportation Commission, AC Transit, and Caltrans District 4) to develop plans that will improve the movement of goods and people through efficiently re-routing passenger and freight trains and optimizing Capitol Corridor intermodal connections with Dumbarton trading services.

Staff is seeking authority from the CCJPA Board to submit applications for a variety of projects using both the SB1 funds for which CCJPA is an eligible agency (SRA and TIRCP), while also relying on other agencies who are eligible to apply for other SB1 funds to secure financing for tasks (environmental, design, service planning, et al) for Capitol Corridor service enhancement and expansion projects that just so happen to have a nexus with the scope and/or location of the CCJPA projects. These alliances will generate a larger set of co-benefits from expanded source of SB 1 and other funds.

Timing, programming duration of the SB 1 programs, and fund eligibility under SB 1 mean that a comprehensive funding strategy and applications over multiple years will need to be prepared and sustained to advance these projects from pre-development phases to construction. Due to the complexities of the larger scale projects (SR3T Ph 2 and Oakland-San Jose Ph 2A), staff expects to be working on funding plans right until the applications are due. Staff will continue to provide updates to the CCJPA Board as information becomes available.

RECOMMENDATION

It is recommended that the CCJPA Board give authorization for CCJPA Executive Director or her designee to submit complete applications as described above for project funding under the various SB 1 funding programs where CCJPA can be an eligible applicant for the 2018 SB1 Call for Projects.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing the Submittal of
Applications from the 2018 SB1 Call for Projects to
Support Capitol Corridor Service Expansion and Enhancements/

Resolution No. 17-22

WHEREAS, the passage of SB 1 has provided CCJPA and project partners access to a wide variety of funding programs each with unique eligibility requirements that can be combined to support CCJPA’s service expansion goals aligned with those in the Vision Implementation Plan; and

WHEREAS, the State Railroad Assistance (SRA) and Transit and Intercity Rail Capital Program (TIRCP) are SB 1 fund sources for which CCJPA is eligible to apply; and

WHEREAS, CCJPA has been working with Caltrans, Alameda County Transportation Commission, Metropolitan Transportation Commission, Sacramento Area Council of Governments, Placer County Transportation Planning Agency, AC Transit and the cities of Fremont and Newark to secure SB1 and other available funds to advance the development of the service expansion plans for the Capitol Corridor trains to Roseville and San Jose/Silicon Valley; and

WHEREAS, a Call for Projects has been activated for 2018 SRA and TIRCP funds in October 2017 and other SB1 funds are set to be released for applications in early 2018; and

WHEREAS, it is the intent of the CCJPA to submit applications or support applications in the pursuant of the 2018 SB1 Call for Projects to finance those tasks for the projects listed in the table below; and

PROJECT	Total Budget	2018 Application?	SB1			Fed	Local	Regional
			SRA	TIRCP	Other	Rail	CCJPA	RM3
Sacramento-Roseville 3rd Track– Phase 2	\$195M	Design/Env’l	X	X	X	X	X	
Oakland-San Jose Project – Phase 2A	\$210M	Env’l/Construct	X	X	X	X	X	X
Integrated Ticketing (Phase 3) [1.5 yrs]	\$0.7M	Design		X			X	
UPRR Right-of-Way Maintenance [annual]	\$1M	Env’l/Construct	X					
CA PIDS Replacement/Upgrade [2 yrs]	\$1.7M	Construct	X				X	
UPRR Signal System Upgrade [10 yrs]	\$1.9M	Construct	X			X	X	

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA Executive Director or her designee to submit and provide support for applications in response to the 2018 SB1 Call for Projects that will advance those projects identified in the table above; and.

BE IT FURTHER RESOLVED, that the CCJPA Board transmits this resolution to all applicable project partners for the submittal of such authorized applications.

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ACTION: DATE:	ATTEST:
Ayes:	
Noes:	Kenneth A. Duron
Abstain:	Secretary

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: UPDATE: PROGRAMMED CAPITAL PROJECTS AND NEW RAIL VEHICLE DELIVERIES

PURPOSE

To provide the CCJPA Board with an update on the CCJPA's Capital Program including infrastructure projects and the delivery of new rail vehicles for the Capitol Corridor service.

BACKGROUND

CCJPA maintains an ongoing listing of various capital projects led by CCJPA and those led by others who will have an effect on Capitol Corridor service. The table on the next page provides the latest update on the projects that are underway by the CCJPA and others along the Capitol Corridor. [NOTE: The table does NOT include any information for projects for which no funding has been secured.]

A more extensive list of all capital projects in all stages of development are presented annually in the required Business Plan Update document adopted by the CCJPA Board at its February meeting. The current list of active projects underway using secured capital funds is provided below.

RECOMMENDATION

For information and discussion.

**Programmed Capital Projects/New Rail Vehicle – Capitol Corridor
(November 2017)**

LISTING OF ACTIVE CCJPA or CCJPA PARTNER LED CAPITAL PROJECTS (November 2017)			
CCJPA Funding Lead Projects			
Project Name	Project Description/Benefits	Cost	Projected Completion
NorCal Service Optimization	Various studies to optimize service and operations to improve ridership, equipment utilization, customer convenience	\$ 400,000	December-19
At-station Bicycle eLockers and Folding Bicycle Rentals	Adds secure bicycle storage options across most stations (by Dec-17) and folding bicycle rentals at select stations (Oct-17)	\$ 781,000	October-18
Travel Time Savings Project	Various track upgrades to reduce Capitol Corridor running times by up to 10 minutes over corridor	\$ 15,500,000	April-18
Capitalized Maintenance 2016/2017	Continues track maintenance for State of Good Repair Program to maximize on-time performance	\$ 1,000,000	December-18
Richmond Passenger Information and Parking Access	Install BART train flashing arrival light and parking validator machine at Richmond to assist with passenger connectivity	\$ 315,000	December-17
Station Safety and Informational Signage	Installing informational/safety signs at select stations	\$ 650,000	April-18
Security Cameras at Unstaffed Stations	Security cameras for Rocklin, Roseville, and Suisun stations	\$ 1,260,000	February-18
Auburn Security Camera and Power Upgrade Project	Security cameras and standby power to improve station and layover train equipment security and reduce overnight fuel use.	\$ 2,000,000	December-17
Sacramento - Roseville Third Main Track Phase I	Construct first phase of third main track plus Roseville station and layover track improvements in order to increase service frequency between Sacramento and Roseville.	\$ 78,700,000	Design/ROW June 2019 Construction June 2021
Oakland Maintenance Facility Wayside Power Installation	Construct two wayside power installations in the Oakland Maintenance Facility in order to reduce emissions, save fuel, and meet requirements of new Charger locomotives	\$ 760,000	December-18
		CCJPA LED PROJECT TOTAL	\$ 101,366,000
CCJPA Service Partner Led Projects			
Project Name	Project Description/Benefits	Cost	Projected Completion
Northern California Intercity Passenger Rail Fleet			
- New Tier 4 Charger Locomotives	Illinois/California (Caltrans) led Tier 4 locomotive build to add to fleet and improve criteria emissions	\$ 36,000,000	October-17
- New Passenger Cars	California (Caltrans)/Illinois led new coach, café, and cab car vehicles to supplement fleet capacity, delayed due to manufacturing difficulties	\$ 66,000,000	TBD
On-Board Information System	Caltrans led (CCJPA supported) on-train real-time passenger video and audio communications to satisfy ADA and provide new customer communication tool	\$ 22,700,000	Testing thru 2017, install thru 2019
		CCJPA PARTNER LED PROJECT TOTAL	\$ 124,700,000

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 7, 2017

FROM: David B. Kutrosky
Managing Director

SUBJECT: DRAFT CALIFORNIA STATE RAIL PLAN (OCTOBER 2017)

PURPOSE

For the CCJPA Board to receive an overview of the Draft *California State Rail Plan* (October 2017) from Caltrans.

BACKGROUND

The CCJPA staff has been actively involved in the development of *California State Rail Plan* as prepared by Caltrans. Today, the CCJPA Board will receive an overview from Caltrans on the draft document (released on October 13, 2017). Comments are due on or before December 11, 2017.

RECOMMENDATION

For information only.



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

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (November 15, 2017 Meeting)

PURPOSE

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

BACKGROUND

The following is a report on recently completed work:

- a. Introduction of Charger Locomotives into Capitol Corridor Revenue Service. After six months of extensive testing and software upgrades, six (6) new Tier 4 locomotives, called Chargers, have been formally accepted by Caltrans (owner), Amtrak (contract operator of these units), and the CCJPA (oversight of maintenance and service performance of the Chargers) on October 23, 2017. These six Chargers are now officially in operation on the Capitol Corridor in the lead position. The benefits of the Chargers are: cleanest bringing diesel locomotives; more power (4400 horsepower) for quicker acceleration; and dynamic braking system for faster and safer deceleration.
- b. Fairfield/Vacaville Station (Opening November 13, 2017). The City of Fairfield completed the construction of the infrastructure and facilities (platform, parking, tunnel, et al) of the Fairfield/Vacaville station on October 30, 2017. The public timetable/schedule and fare tables with the new Fairfield/Vacaville station were developed and posted to the Capitol Corridor and Amtrak websites. Amtrak and CCJPA performed testing of trains stopping to serve the station relating to passenger boarding/alighting (wheelchairs/mobility devices, bikes and luggage), and adjusting current run times between stations. Capitol Corridor trains began serving the Fairfield/Vacaville Station on November 13, 2017.
- c. CCJPA/Amtrak FY2018 Operating Agreement. With the receipt of the allocation letter of FY 18 funds from CalSTA and pursuant to CCJPA Board Resolution 17-13 (adopted September 20, 2017), staff and Amtrak have completed the final review of the FY2018 CCJPA/Amtrak Operating Agreement, which is being circulated for execution by the parties.
- d. CCJPA Procurement Policy (Updated). Pursuant to the Administrative Services Agreement between the CCJPA and San Francisco Bay Area Rapid Transit District (BART) (dated February 20, 2015), the CCJPA follows the general policies and procedures that BART uses for the procurement of public works, goods and services. Over the nearly twenty years since the CCJPA was formed, BART's own policies and procedures have been modified to the point where the CCJPA needs to modify its own procurement procedures and policies. The updates done to the CCJPA's procurement policies and procedures retain or incorporate many of the BART policies and procedures yet allow the CCJPA's procurements to more effectively and efficiently meet the funding obligations and grants secured by the CCJPA.
- e. State Rail Safety Month (September 2017). September is "Rail Safety Month" across California. And the CCJPA joined various rail agencies to raise public awareness of rail safety to protect communities and its citizens. This year, the CCJPA participated in various events in observance of

California Rail Safety Month: September 7, 2017 - Rail Safety Month Kick-off Media Event in Sacramento; Sponsorship of CAOL Public Service Announcement TV Campaign and Digital Ad Campaign; September 13 and 21 - Operation Lifesaver events at the Santa Clara/Great America, Emeryville, Richmond, Martinez and Sacramento stations; and September 26 - "Operation Clear Track" which monitored and enforced laws for railroad grade crossing and trespassing violations along sections of the Capitol Corridor route.

f. Marketing and Communications Activities (September – October 2017):

- Advertising:
 - o Continuing advertising campaign through early fall; campaign results currently being evaluated and campaign approach will be adjusted for winter/spring advertising.
- Print and Digital Communications:
 - o Produced new Station Platform Signs
 - o updated Ride Guide
 - o Fall Timetable: completed all elements associated with schedule change, including brochures, signs, and digital communications, featuring new Fairfield-Vacaville Station
- Publications and Promotions:
 - o Oakland Raiders – Radio Promotion with KHTK in Sacramento area in progress.
 - o Eat Real Festival, Oakland Jack London in late September
 - o SHN Aladdin promotion – includes train wrap -Bay Area Air Quality Management District Spare the Air Train wrap
- Events/Media Relations/Customer Communications
 - o Rail Safety Month – promoted safety messages via social media, participated in the September 7 kickoff event at the California State Railroad Museum, extended the California Operation Lifesaver campaign in key areas along the Capitol Corridor by providing additional dollars for PSAs and social media ads.
 - o Developed special schedules to serve 49ers games and Coldplay concert at Levi's Stadium
 - o Coordinated with Fairfield-Vacaville team to launch service to new station
 - o Participated in City of Davis Car Free events

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (November 15, 2017 Meeting)

PURPOSE

To provide an update on work in progress up to the November 15, 2017 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. CCJPA Sacramento-Roseville 3rd Track Project Phase 1. Funding for all project phases of the Sacramento-Roseville 3rd Track Project, Phase 1 (an additional two round trips), is in place with action by the California Transportation Commission (CTC). The CTC allocated CCJPA the funding necessary to pursue the final design and right-of-way acquisitions necessary to complete phase 1. CCJPA has completed the procurement/contract process for final design by reviewing responses to a Request for a Statement of Qualifications (RFSOQ) with the assistance of Union Pacific Railroad (UPRR) staff and at this time only awaits the provision of the funding agreement documents from the State of California before work can commence. CCJPA will continue to work with UPRR staff to move the project forward once state funding agreements have been provided to CCJPA and executed. The present schedule indicates that the design phase of this project will be completed in early 2019.
- b. Northern California Megaregional Passenger Rail Planning. At the close of the June 21, 2017 CCJPA Board meeting the CCJPA Board hosted a Northern California Megaregional Passenger Rail Planning workshop which included participation from Northern California passenger rail operators, CHSRA, MPOs, state representatives, and external think tank/advocacy organizations. Caltrain held a similar workshop in September. There is no question that momentum from these two events have resulted greater awareness of Northern California as a Megaregion. Actions that have followed before and since the Caltrain Business Plan workshop has been the formation of a Northern California Megaregional Rail Planning Working Group, comprised of the planning staff of the various Northern California passenger rail operators including CHSRA. This group now has formal leadership organized under the partnership and coordination with Caltrans who has more formal leadership authority for Megaregional planning through Caltrans development of the draft State Rail Plan and close coordination with the California State Transportation Agency. The intentions are this working group will become a useful voice for megaregional advocacy, coordinating policy, megaregional project development, and development of funding packages to support megaregional related projects. This group will continue to work with MPOs and economic think tanks and advocacy organizations, as-needed, to help megaregional initiatives.
- c. On-Board Information System. The initial phase of design/documentation for OBIS is complete. Amtrak, with CCJPA, and the direction of Caltrans and the other CA IPR JPAs, will soon complete final lab testing prior to inviting CCJPA and Caltrans for final lab test signoff. CCJPA and Caltrans staff anticipate observing complete and functional lab testing the week of December 11, 2017. Presuming this to be passed successfully, deployment of OBIS is expected to commence January 8, 2018 and in a matter of weeks, the train will be inserted into revenue service for field testing. CCJPA will coordinate with Amtrak on a rider awareness for the set of train equipment that will try to stay together as long as possible to allow testing and monitoring to be completed so that full deployment can commence thereafter.

- d. CCJPA Bicycle Access Program. BikeLink eLockers have been installed at all stations that were planned except for Oakland Jack London and Santa Clara/Great America. Installations at Oakland Jack London and Santa Clara/Great America are expected by the end of December 2017. The folding bicycle rental service project is underway with the selected vendor further developing and refining the rental service program. After a successful demo period for an angled rack modification, the onboard bike storage modification project vendor is now refining the design for the modified rack according to specific survey feedback of Capitol Corridor riders who tried out the demo rack; CCJPA staff expect to order new angled racks from the vendor by the end of November 2017. CCJPA staff and contractors are also working with Amtrak to develop and refine a bike storage design for the two Superliner cars that are in Capitol Corridor service rotations; a prototype for Superliner bike storage is expected to be designed, built, and tested by the end of December 2017.
- e. Station Signage and Platform Safety Upgrades. BART's contractor has begun fabrication work to construct improved informational signage at selected Capitol Corridor stations. These glass-front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting. CCJPA has contracted with Amtrak to install security cameras at the Auburn, Rocklin, Roseville and Suisun stations. Separately, CCJPA has contracted with Amtrak to install lighting and a wayside power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of February 2018.
- f. Richmond Station Platform Improvements. BART has completed installation of the Flashing Beacon Signal and Parking Validation Machine at the Richmond station, only awaiting final programming of the control system to begin operation. This project will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains and also allow Capitol Corridor passengers to pay for parking in the BART parking garage using a Clipper Card.
- g. Renewable Diesel Pilot Program Status Report: Pursuant to the authorization from the CCJPA Board, staff has established a program to begin investigating the use of renewable diesel fuels after being introduced to the concept by peer staff at the Sacramento Metropolitan Air Quality Management District (SMAQMD). As there have been no issues reported with the test locomotive (CA F-59 #2005), and no significant loss of power, on October 23, 2017, locomotive #2005 operated continued as the sole power unit on the weekday test train (#529/#536 Auburn-Oakland run). It is anticipated that with continued viable results using RD fuel a second test will be performed on one of the new Charger locomotives. If all tests show that RD is operationally suitable, the CCJPA will shift towards the use of RD for normal operations. In early 2018, CARB will conduct lab-based tests for RD locomotives to determine emission rates.
- h. Upcoming Marketing and Communications Activities. The following work is underway as part of the CCJPA's FY2017-18 Marketing Programs:
- Advertising and Offers – currently developing winter/spring promotional offers to attract off-peak leisure riders. Working with advertising agency to create a microsite for the “Every Ride Has a Story” ad campaign to drive engagement with customers.
 - Publications and Promotions
 - o Annual Performance Report FY17 – in progress
 - o Possible Holiday Ice Rink promotions in Sacramento and San Jose
 - Public Relations/Events/Outreach
 - o Thanksgiving Service communications
 - o Promote Richmond BART beacon to facilitate connections for Capitol Corridor passengers

RECOMMENDATION

For information only.