



CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING OF THE BOARD OF DIRECTORS

Wednesday February 14, 2018

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:

Santa Clara Valley Transportation Authority
3331 No. First Street, Conf. Room B-106
San Jose, CA

Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
 1. Minutes of the November 15, 2017 Meeting
 2. Data Analytics/Business Intelligence Phase 3
 3. Budget Update: CalOES Safety/Security Projects
 4. Funding Agreement for the Alviso Wetland Railroad Adaptation Alternatives Study
 5. Budget Update: Integrated Ticketing Research - Phase 2
- V. Action and Discussion Items
 1. Business Plan Update (FY 2018/19 – FY 2019/20) *Action**
 2. Legislative Matters/Governor's Draft FY 18/19 Budget *Action*
 3. Update: Applications Submitted by CCJPA for 2018 SB1 Funding Programs *Action*
 4. Quarterly Status Report: Programmed Capital Projects and New Vehicles *Info*
 5. Managing Director's Report *Info*
 6. Work Completed *Info*
 - a. Capitol Corridor Annual Performance Report (FY 2017)
 - b. CCJPA Annual Independent Audit (FY17)
 - c. Richmond Station Platform Improvements
 - d. Station Bike eLockers
 - e. Marketing Activities (November 2017 – January 2018)
 7. 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. Renewable Diesel Pilot Program: Status Report
 - g. Upcoming Marketing Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., April 18, 2018 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

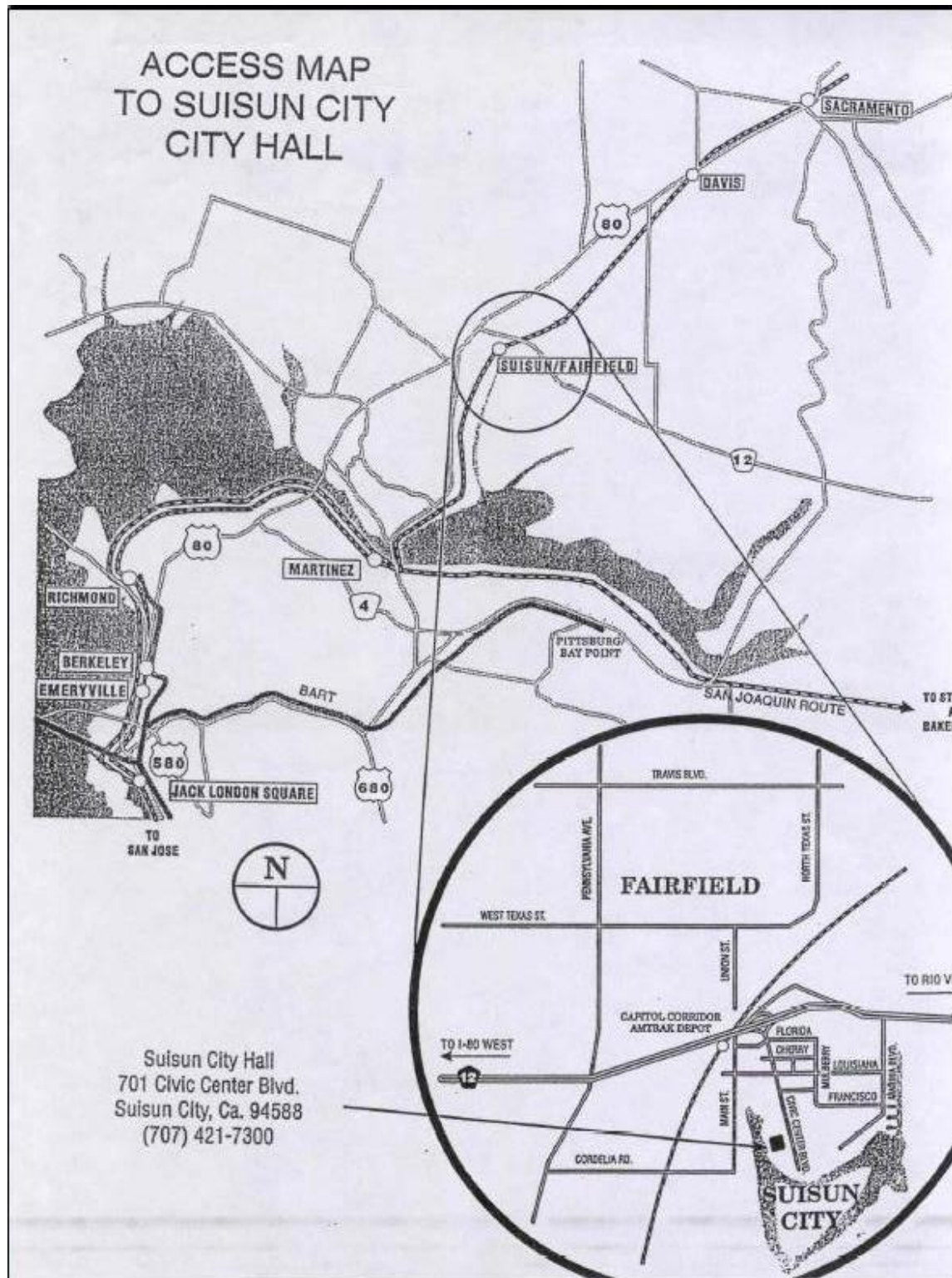
Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is 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.

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

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

MAP DIRECTIONS TO SUISUN CITY HALL





REPORT OF THE CCJPA BOARD CHAIR February 14, 2018 Board of Directors Meeting

From: Chair Lucas Frerichs

To: CCJPA Board of Directors

1. FY 18/19 – FY 19/20 Business Plan Update. Before us today is the final draft of the Business Plan Update for the Board's approval. Pursuant to the CCJPA's enabling legislation and the Interagency Transfer Agreement with the State, the CCJPA is required each year to submit a business plan update which sets forth the operating plans and marketing strategies as well as the annual funding request for the Capitol Corridor. This year's update is due to the CA State Transportation Agency in April. The business plan update requires a two-thirds majority vote, the equivalent of an affirmative vote of at least 11 directors.
2. Annual Performance Report (FY2017). The CCJPA Board provided comments and adopted the draft Performance Report covering Fiscal Year 2017 (October 2016-September 2017) at our November 2017 meeting. Staff has since advanced the report to final design (including graphics and photos) and production. The finished report is available at today's meeting and will be widely distributed to the State Legislature and other interested agencies.
3. FY 17 Independent Audit. The independent financial audit report of the CCJPA for FY 17 [July 2016 – June 2017] was completed and will be transmitted to the CCJPA Board Directors this week and will be posted on the CCJPA website. This audit is required each year pursuant to the Joint Exercise of Powers Agreement that established the CCJPA.
4. Ad-Hoc Service Planning Subcommittee: Call for Director Membership. I have sent a note to the Board of Directors seeking their participation on the Ad-Hoc Service Planning Subcommittee, which will transition from directing the CCJPA's *Vision Plan* (Nov. 2014) and *Vision Implementation Plan* (Nov. 2016) towards policy matters relating to the near-term service expansion and enhancement projects and initiatives. This Subcommittee will be led by Director Jim Spring. I am pleased to announce the following directors will be joining Director Spring on this committee: Susan Rohan, Don Saylor, Raul Peralez, Robert Raburn, and Nicolas Josefowitz.

This concludes the Report of the Chair.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors Minutes of the 107th Meeting November 15, 2017

The 107th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, November 15, 2017, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, California; Rooftop School Library, 500 Corbett Avenue, San Francisco, California; Santa Clara Valley Transportation Authority, 331 No. First Street, Conference Room B-106, San Jose, California; and City of San Jose, 200 East Santa Clara Street, Room 1446, San Jose, California. Chair Lucas Frerichs presided; Kenneth A. Duron, Recording Secretary.

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

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair Lucas Frerichs, Yolo County Transportation District (YCTD); Steve Miller, Sacramento Regional Transit District (SRTD); Don Saylor, YCTD; Debora Allen, San Francisco Bay Area Rapid Transit District (BART); Nicholas Josefowitz, BART; Robert Raburn, BART; Rebecca Saltzman, BART; Harry Price, Solano Transportation Authority (STA); and Len Augustine, STA (Alternate for Spering).

Director Joel Keller, BART, entered the meeting later in Suisun City.

Director present in Auburn: Jim Holmes, Placer County Transportation Planning Agency (PCTPA).

Director present in San Jose: Teresa O'Neill, Santa Clara County Transportation Authority (SCVTA).

Director Raul Peralez, SCVTA, entered the meeting later in San Jose.

Absent: Directors Jeff Harris, SRTD; Susan Rohan, PCTPA; Bevan Dufty, BART; and Jim Spering, STA (Alternate in stead).

III. Report of the Chair. Chair Frerichs briefly reported on the deployment of all six Charger locomotives in revenue service; the official opening of the Fairfield/Vacaville Station on November 13; the continuing pursuit of new funding through Senate Bill 1 taxes and fees; and the change in the subcontractor manufacturer for the new intercity rail passenger cars. Directors Price and Augustine offered comments regarding the opening of the new Fairfield/Vacaville Station.

Director Keller entered the meeting in Suisun City.

Director Peralez entered the meeting in San Jose.

IV. Consent Calendar. Chair Frerichs introduced the Consent Calendar. Director Raburn requested removal of Items IV.3 and IV.5 from the Consent Calendar. Director Saltzman moved adoption of Item IV.1, Minutes of the September 20, 2017 Regular Meeting; Item IV.2, 2018 Meeting Schedule for the CCJPA Board of Directors; and Item IV.4, Resolution No. 17-18, In the Matter of Authorizing Funding for the CCJPA 2017 Right-of-Way Drainage Improvements. Director Saylor seconded the motions, which passed by roll call vote. Ayes: 11 – Directors Frerichs, Holmes, Saylor, Peralez, O'Neill, Allen,

Josefowitz, Keller, Raburn, Saltzman, and Price. Noes: 0. Abstain: 2 – Directors Miller and Augustine on Item IV.1. Absent: 3 – Directors Harris, Rohan, and Dufty.

Director Raburn asked a question regarding Item IV.3 and offered comments on Item IV.5. Staff responded to the question on Item IV.3. Director Raburn moved adoption of Item IV.3, Resolution No. 17-17, In the Matter of Authorizing a Revised Budget for the Wayside Power at Two Locations in the Oakland Maintenance Facility; and Item IV.5, Resolution No. 17-19, In the Matter of Approving an Update to the CCJPA FY18 Budget. Director Allen seconded the motions, which passed by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Miller, Holmes, Saylor, Peralez, O'Neill, Allen, Josefowitz, Keller, Raburn, Saltzman, Price and Augustine. Noes: 0. Abstain: 0. Absent: 3 – Directors Harris, Rohan, and Dufty.

V. Action and Discussion Items.

- 1. Capitol Corridor Annual Performance Report (FY2016-17). Mr. David Kutrosky, Managing Director, reviewed the Capitol Corridor Annual Performance Report for Fiscal Year 2017 and recommended adoption. The item was discussed.**

Director Saltzman moved adoption of Resolution No. 17-20, In the Matter of Approving the Capitol Corridor Annual Performance Report (FY2016-17). Directors Saylor and Price seconded the motion, which passed by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Miller, Holmes, Saylor, Peralez, O'Neill, Allen, Josefowitz, Keller, Raburn, Saltzman, Price and Augustine. Noes: 0. Abstain: 0. Absent: 3 – Directors Harris, Rohan, and Dufty.

- 2. Positive Train Control – Trackside Installation: Budget Update. Mr. Kutrosky reviewed the proposed updated budget of \$5,000,000 for the CCJPA's share of installing Positive Train Control (PTC) along tracks of the Capitol Corridor route and to authorize the Executive Director or her designee to enter into agreements for payment of the CCJPA's share of costs for PTC infrastructure along the Capitol Corridor route. The item was discussed.**

Director Raburn moved adoption of Resolution No. 17-21, In the Matter of Approving an Updated Budget for the CCJPA's Share of Implementing Trackside Positive Train Control Project. Director Saylor seconded the motion, which passed by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Miller, Holmes, Saylor, Peralez, O'Neill, Allen, Josefowitz, Keller, Raburn, Saltzman, Price and Augustine. Noes: 0. Abstain: 0. Absent: 3 – Directors Harris, Rohan, and Dufty.

- 3. 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; and FY2017 Federal Rail Title Appropriations. Mr. Kutrosky advised there was no action required.**
- 4. Submittal of CCJPA Project Applications for FY18 SB1 Funding Programs. Mr. Kutrosky updated implementation of the new funding programs authorized with passage of Senate Bill 1 (SB1) and requested authorization for staff to make applications for funding grants based on the SB1 state funding sources.**

Director Raburn moved adoption of Resolution No. 17-22, In the Matter of Authorizing the Submittal of Applications from the 2018 SB1 Call for Projects to Support Capitol Corridor Expansion and Enhancements. Director Price seconded the motion, which passed by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Miller, Holmes, Saylor, Peralez, O'Neill, Allen, Josefowitz, Keller, Raburn, Saltzman, Price and Augustine. Noes: 0. Abstain: 0. Absent: 3 – Directors Harris, Rohan, and Dufty.

5. **Update: Programmed Capital Projects and New Rail Vehicle Deliveries.** Mr. Kutrosky provided the Board with an update of the Capital Program including infrastructure projects and delivery of new rail vehicles for service. The item was discussed.
6. **Draft California State Rail Plan (October 2017).** Mr. Kutrosky introduced Mr. Kyle Gradinger, California Department of Transportation (Caltrans), who presented an overview of the Draft California State Rail Plan.

Director Holmes exited the meeting in Suisun City.

Director Peralez exited the meeting in San Jose.

The item was discussed.

7. **Managing Director's Report.** Mr. Kutrosky reviewed the recent system performance indicators, highlighting ridership, revenue, on time performance, and primary causes of delays (UPRR slow orders, trespasser incidents, host railroad, police, trespasser, and bridge). The report was discussed.
8. **Work Completed and 9. Work in Progress.** Chair Frerichs invited questions or comments from the Board on Items 8 and 9. Director Josefowitz asked a question regarding on time performance.

Mr. David Vasquez, McAlister Technologies, addressed the Board regarding Item V.9.g., Renewable Diesel Pilot Program: Status Report.

VI. Board Member Reports. Chair Frerichs invited Board member reports. Chair Frerichs reported on discussions with Directors Saltzman and Sperling regarding station siting protocols and policy. Director Josefowitz requested information regarding the station siting policy and previous work. Director Raburn noted a presentation to SPUR by CCJPA Planning Manager, James Allison, on the Megaregion planning effort.

VII. Public Comments. Chair Frerichs invited comment from the public. Ms. Janet Pygeorge, Rodeo Citizens Association, addressed the Board.

VIII. Adjournment. The Meeting adjourned at 12:01 p.m. Next Meeting Date: 10:00 a.m., February 14, 2018, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: February 7, 2018

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: BUDGET UPDATE: CCJPA DATA ANALYTICS/BUSINESS INTELLIGENCE – PHASE 3

PURPOSE

For the CCJPA Board to approve a budget not to exceed \$216,000 for the next (third) phase of enhancements to the CCJPA business intelligence tools, using operations data collected on the Capitol Corridor service.

BACKGROUND

Since 2015, CCJPA has been collecting and utilizing data provided by Amtrak in formatted daily and monthly reports, which has been used by the CCJPA to determine key performance aspects of the Capitol Corridor service and to identify improvements that can be implemented to enhance the service. In late 2014, Amtrak began sending to CCJPA staff, filtered data related to Capitol Corridor service only. The data is sent electronically and is in a raw, unformatted form. With this delivery of data, staff requested and received authorization from the CCJPA Board in February 2015 (Resolution 15-03) and June 2015 (Resolution 15-12) to enter into required agreements to initiate this project with a budget not-to-exceed \$300,000 (\$150,000 per resolution),

With these authorizations, staff worked with BART, as the CCJPA Managing Agency, through its Office of the Chief Information Officer (OCIO), to support CCJPA staff with receiving this flow of data from Amtrak and then through a consultant team to develop and implement the first two phases of the Business Intelligence (BI) Project. The consultants have set up the foundations of the database, organized multiple sources of Amtrak operations data and created custom reports to assist with the analysis of Capitol Corridor's ridership and delays. These data reports from BI Phase 1 and Phase 2 have helped the CCJPA better manage the performance of the Capitol Corridor service (i.e. identify trends, develop actions).

Phase 3 of the BI Project involves further development and customization of the data analytics dashboard and platform to include rolling stock availability and service, bus ridership, revenue analysis and other key operational factors. The consultants will continue working with Amtrak to refine and expand the data contents that CCJPA receives from Amtrak. CCJPA staff will receive instructions and training on how to use the enhancements to the BI system.

The estimated cost to develop the Phase 3 business intelligence tools and supporting database(s) is not expected to exceed \$216,000, which will be financed with \$216,000 in FY 17 Capitol Corridor Reinvestment Program (CCRP).

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Direction or her designee to enter into agreements to further develop business intelligence tools (Phase 3) for CCJPA operations data analysis for an amount not-to-exceed \$250,000

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Budget for the
CCJPA Data Analytics/Business Intelligence – Phase 3/

Resolution No. 18-01

WHEREAS, the development of database analysis tools for CCJPA begun in April 2015 in Phase 1 and June 2015 in Phase 2 have advanced significantly such that the CCJPA is prepared to progress with the CCJPA Data Analytics/Business Intelligence (“BI”) Project (“Project”); and

WHEREAS, Amtrak is currently providing CCJPA with data feeds that have been filtered to provide data files related to the operation of the Capitol Corridor service; and

WHEREAS, the Project is already developing data analysis tools to allow CCJPA to analyze data in an automated efficient and flexible manner for trends and business analysis needs; and

WHEREAS, the estimated cost to continue into Phase 3 developing business intelligence tools and supporting database(s) is \$216,000; and

WHEREAS, the staff has identified \$250,000 in FY 17 Capitol Corridor Reinvestment Program (CCRP) funds to finance Phase 3 of the Project;

RESOLVED, that the CCJPA Board does hereby approve the BI Project Phase 3 budget for an amount not to exceed \$250,000;

AND BE IT FURTHER RESOLVED, that the CCJPA Board 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/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: February 6, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: BUDGET UPDATE: CAL-OES SAFETY-SECURITY PROJECTS

PURPOSE

For the CCJPA Board to approve revised budgets for three projects funded through the California Office of Emergency Services (CalOES) Prop. 1B Safety-Security funding.

BACKGROUND

The CCJPA Board has separately authorized the following three projects:

- Resolution 14-11, On-Board Information System (OBIS);
- Resolution 16-05, Security Cameras at Four Stations; and
- Resolution 17-21, UPRR Tracksides Positive Train Control (PTC).

Each of these three projects were authorized to be funded through a combination of funds including CalOES Prop. 1B Safety Security funds and Capitol Corridor Reinvestment Funds (CCRP). In order to meet the grant deadlines for the CalOES funds, it is necessary to rearrange the funding to better match the progress of each project and meet specific deadlines for the grants from CalEOS. This does not change the scope or overall budget for any of these three projects; only the funding sources are changed to better reflect the timely use of funds. The following table shows the proposed revisions to the funding plan for each project.

Revised funding amounts						
Fund Type	OBIS		Security Cameras		UPRR Tracksides PTC	
	Prior Auth.	Proposed	Prior Auth.	Proposed	Prior Auth.	Proposed
CalOES FY12-13	\$1,900,200	\$1,900,200				
CalOES FY13-14	\$980,406	\$980,406				
CalOES FY14-15	\$410,332	\$410,332	\$34,012	\$34,012		
CalOES FY15-16	\$1,000,694		\$863,728	\$212,504	\$1,070,000	\$2,721,918
CalOES FY16-17					\$1,548,000	\$1,548,000
CCRP FY15			\$402,075	\$316,336		\$85,739
CCRP FY16				\$190,306	\$1,191,000	
CCRP FY17		\$1,000,694		\$546,657	\$1,191,000	\$644,343
Total	\$4,291,632	\$4,291,632	\$1,299,815	\$1,299,815	\$5,000,000	\$5,000,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve the revised budgets enumerated above for the following three projects: On-Board Information System (OBIS); Security Cameras at Four Stations; and UPRR Tracksides Positive Train Control (PTC), and authorize the CCJPA Executive Director or her designee to enter the necessary agreements related to these projects.

Motion: The CCJPA Board adopts the attached resolutions.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
On-Board Information System (OBIS) Project /

Resolution No. 18-02

WHEREAS, the CCJPA Board has authorized the On-Board Information System (OBIS) project pursuant to Resolution 14-11; and

WHEREAS, CCJPA and Caltrans Rail Division staff have worked with Amtrak staff to develop the performance specifications for OBIS which would provide ADA compliant audio and video communications while on the train; and

WHEREAS, the CCJPA staff has identified the need to rearrange the funding sources for the OBIS Project to better match the progress of each project and meet specific deadlines related to the grants; and

WHEREAS, the total projected budget for the OBIS Project remains the same, the revised funding plan for the Project is as follows:

- | | |
|---|-------------|
| • California Office of Emergency Services (CalOES) Prop.1B FY12-13: | \$1,900,200 |
| • CalOES Prop.1B FY13-14: | \$ 980,406 |
| • CalOES Prop.1B FY14-15: | \$ 410,332 |
| • Capitol Corridor Reinvestment Program (CCRP) FY17: | \$1,000,694 |
| • Total Budget: | \$4,291,632 |

RESOLVED, that the CCJPA Board does hereby approve the revised OBIS project budget for an amount not to exceed \$4,291,632 from the funding sources enumerated;

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

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Security Cameras at Four Stations Project /

Resolution No. 18-03

WHEREAS, the CCJPA Board has authorized the Security Cameras at Four Stations Project (the “Project”) pursuant to Resolution 16-05; and

WHEREAS, Staff has designed the Project to install security cameras at Auburn, Rocklin, Roseville and Suisun stations; and

WHEREAS, the CCJPA staff has identified the need to rearrange the funding sources for the Security Camera Project to better match the progress of each project and meet specific deadlines related to the grants; and

WHEREAS, the total projected budget for the Security Camera Project remains the same, the revised funding plan for the Project is as follows:

- California Office of Emergency Services (CalOES) Prop.1B FY14-15: \$ 34,012
- CalOES Prop. 1B FY15-16: \$ 212,504
- Capitol Corridor Reinvestment Program (CCRP) FY15: \$ 316,336
- CCRP FY16: \$ 190,306
- CCRP FY17: \$ 546,657
- Total Budget: \$1,299,815

RESOLVED, that the CCJPA Board does hereby approve the revised Station Security Camera Project Budget for an amount not to exceed \$1,299,815 from the funding sources enumerated;

AND BE IT FURTHER RESOLVED, that the CCJPA Board 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/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Positive Train Control (PTC) Project /

Resolution No. 18-04

WHEREAS, pursuant to Resolution 17-21, the CCJPA Board has authorized a budget of \$5,000,000 for the CCJPA's contribution to Union Pacific Railroad ("UPRR") for its installation of trackside Positive Train Control (PTC) (the "Project"); and

WHEREAS, the Congress has mandated installation of Positive Train Control for freight and passenger rail operations by December 31, 2018; and

WHEREAS, the total projected budget for the CCJPA's share of UPRR Trackside Positive Train Control (PTC) Project remains the same, the revised funding plan for the Project is as follows:

- | | |
|---|-------------|
| • California Office of Emergency Services (CalOES) Prop.1B FY15-16: | \$2,721,918 |
| • CalOES Prop. 1B FY16-17: | \$1,548,000 |
| • Capitol Corridor Reinvestment Program (CCRP) FY15: | \$ 85,739 |
| • CCRP FY17: | \$ 644,343 |
| • Total Budget: | \$5,000,000 |

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

AND BE IT FURTHER RESOLVED, that the CCJPA Board 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/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: February 6, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: FUNDING AGREEMENT FOR THE ALVISO WETLAND RAILROAD ADAPTATION
ALTERNATIVES STUDY

PURPOSE

For the CCJPA Board to authorize the execution of the agreements for receipt of funds for the CCJPA Alviso Wetland Railroad Adaptation Alternatives Study.

BACKGROUND

On December 15, 2017, the CCJPA was awarded a FY 2017-18 SB1 Adaptation Planning grant for the Alviso Wetland Railroad Adaptation Alternatives Study. This project will evaluate possible adaptation alternatives for the railroad infrastructure in the Alviso wetland area according to broad objectives of increased climate change resiliency, increased train capacity, minimized environmental disturbance, natural habitat restoration, and protected/endangered species preservation. The Adaptation Alternatives Study will be the first step taken in a long-term effort to increase passenger rail capacity in the Alviso wetlands so that passenger train service can be expanded into and out of San Jose.

The SB1 Adaptation Planning grant award is for \$250,000, with \$50,000 local match, for a total project budget of \$300,000. CCJPA staff have identified \$50,000 from the Capitol Corridor Reinvestment Program (CCRP) FY2016 as funding source for the local match.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to execute agreements to receive the grant funds for the CCJPA Alviso Wetland Railroad Adaptation Alternatives Study.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Execution of the
CCJPA Alviso Wetland Railroad Adaptation Alternatives Study/

Resolution No. 18-05

WHEREAS, the Capitol Corridor Joint Powers Authority has been awarded of \$250,000 in FY 2017-18 SB1 Adaptation Planning grant funds for the CCJPA Alviso Wetland Railroad Adaptation Alternatives Study with \$50,000 in CCJPA matching funds; and

WHEREAS, the CCJPA is eligible to receive federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation; and

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, the budget for this study is \$300,000 and is comprised of \$250,000 in SB1 Adaptation Planning grant funds and \$50,000 in the Capitol Corridor Reinvestment Program (CCRP) FY2016 funds; and

WHEREAS, the CCJPA Board wishes to delegate authorization to execute these agreements and any amendments thereto; and therefore, be it

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA Executive Director or her designee to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

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

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: February 7, 2018

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: BUDGET UPDATE: CALIFORNIA INTEGRATED TRAVEL PROGRAM – PHASE 2

PURPOSE

For the CCJPA Board to approve a revised budget to advance Phase 2 of the development of the California Integrated Travel Program (ITP).

BACKGROUND

In 2017 the California State Transportation Agency (CalSTA) awarded CCJPA a Transit and Intercity Rail Capital Program (TIRCP) \$400,000 request for service optimization. Within the broader service optimization request there was a commitment to complete a study of how several European transportation providers integrated travel for their customers. Out of that grant, working with CalSTA officials, the first effort (i.e., Phase 1) of the California Integrated Travel Program (ITP) was initiated with a budget of \$40,000 and a scope of work to complete a study of European best-practices for transit ticketing integration. The results of which will be presented during the Managing Director's report during this meeting.

Based on the encouraging results of the ITP Phase 1 study, the CCJPA and CalSTA combined funding to continue research but primarily build toward a California Integrated Travel Program Congress to be held at the UC Davis campus in coordination with the UC Davis Institute of Transportation Studies (a sponsor of the Congress). This effort was titled Phase 2 of the ITP with funds to support development of this Congress through an initial contribution of \$45,000 from the CCJPA and then supplemented by an additional provision of \$97,000 in Public Transportation Account (PTA) funds from CalSTA to the CCJPA. (CCJPA Board approved receipt of these additional CalSTA funds at its November 15, 2017 meeting.) The scope includes continued travel integration research, interviews with key leadership and practitioners in the North American market, and the hosting a Congress of this nature. In preparing for this ITP Congress, CCJPA staff have been working with a steering committee of CalSTA, Caltrans, and the San Francisco Mayor's Office (including a Transportation Camp (<http://transportationcamp.org/>)) and an advisory to develop the invitee list and Congress program.

With the allocation of the CalSTA funds and the development of the ITP Congress, the overall budget for the CCJPA ITP Phase 2 is now up to \$192,000 based on the current and proposed funding sources:

- Existing/CCJPA Capitol Corridor Reinvestment Program Funds (CCRP) FY 16:	\$ 45,000
- Existing/CalSTA:	\$ 97,000 [current]
- Proposed/CCJPA Revenue Credits (incidental Congress hosting/facility expenses):	\$ 50,000 [proposed]
- TOTAL:	\$ 192,000

In continuing with this work as a partner to CalSTA and Caltrans, the CCJPA has also included a request of funding for continuation future phases of the California ITP (Phases 3 and 4) in the submitted of application for 2018 TIRCP funds.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised budget of \$192,000 to advance Phase 2 of the development of the California Integrated Travel Program (ITP) and authorizes the CCJPA Executive Director or her designee to enter into the necessary agreements to complete Phase 2 of the California ITP.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving a Revised Budget for the
California Integrated Travel Program (ITP) – Phase 2/

Resolution No. 18-06

WHEREAS, the CCJPA has dedicated California State Transportation Agency (CalSTA) awarded Transit and Intercity Rail Capital Program (TIRCP) funds for the development of a report documenting best practices in integrated travel based on European transit/transportation operators as part of the California Integrated Travel Program Phase 1; and

WHEREAS, the CCJPA commenced supporting further integrated ticketing research, titled ITP Phase 2, using \$45,000 in discretionary CCJPA funding leading towards the development of a California Integrated Travel Program Congress and was supplemented with \$97,000 from CalSTA to fully support to develop the Congress; and

WHEREAS, incidental expenses such as facility fees, registration costs, rentals, and event website hosting will increase the budget from \$147,000 by \$192,000 for a total of budget of \$192,000 with the following fund sources; and

- | | |
|--|----------------------|
| - CCJPA Capitol Corridor Reinvestment Program Funds (CCRP) FY 16: | \$ 45,000 |
| - CalSTA: | \$ 97,000 |
| - CCJPA Revenue Credits (incidental Congress hosting/facility expenses): | \$ 50,000 [proposed] |
| - TOTAL: | \$ 192,000 |

WHEREAS, CCJPA support of this ITP Congress will help meet CalSTA objectives and serve as a basis to progress a means to advance a seamless ticketing for the traveling public using transit, passenger rail and other forms of public transport; and

RESOLVED, that the CCJPA Board does hereby approve the revised budget of the ITP Phase 2 for an amount not to exceed \$192,000;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or her designee to enter all necessary agreements to complete the Phase 2 of the ITP.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 6, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: CCJPA FY 2018-19 – FY 2019-20 BUSINESS PLAN UPDATE

PURPOSE

For the CCJPA Board to approve the CCJPA FY 2018-19 – FY 2019-20 Business Plan Update (February 2018).

BACKGROUND

The Draft FY 2018-19 – FY 2019-20 Business Plan Update was released for public review on January 19, 2018. Public workshops for the Business Plan Update were held January 22-26. Comments received during the public review process, and any input, as appropriate, has been incorporated in the document. (A compilation of comments from the public and from the workshops was sent under separate cover.) Upon approval by the CCJPA Board, the revised business plan update will be finalized and submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1, 2018, in accordance with the CCJPA's enabling legislation.

In summary, this Business Plan Update (sent under separate cover) calls for continuing the current service plan (30 weekday and 22 weekend trains); provides a capital program that is consistent with the CCJPA *Vision Implementation Plan* (adopted November 2016), aligns with the *California State Rail Plan* (December 2017) and conforms with the guidelines for the new state funding opportunities via the enactment of SB 1 to support the CCJPA's service expansion plans to Roseville and San Jose/Salinas; and continues last year's technology-based marketing and communications program to raise the awareness of the Capitol Corridor "brand" as a viable transport alternative in Northern California.

The CCJPA's funding request in the Business Plan for FY 18-19 is a decrease of -0.7% [-\$255,000] compared to the CCJPA's FY 17-18 budget due to projected ridership/revenue growth that offset increases in fuel and labor expenses.

The Business Plan Update focuses on limiting costs increases through efficiencies while providing superior customer service and delivering a reliable, safe and frequent service plan for the Capitol Corridor trains through the reduction of enroute delay minutes. The CCJPA will continue to be engaged with Union Pacific Railroad (UPRR) and Amtrak to expeditiously address areas where service performance slips below agreed-to service standards including, but not limited to, customer satisfaction, delay-minutes, on-time performance.

As presented in Section 3 of the Business Plan Update ("Operating Plan and Strategies"), the operating budgets for FY 18-19 and FY 19-20 were developed using historical operating costs, recent service improvements (new Fairfield/Vacaville Station and completion of the Travel Time Savings Project) and service data/metrics. Amtrak is expected to its final estimates (operating expenses, ridership and revenues) for FY 2018-19 in late Spring 2018, at which time, staff will update the budget as necessary and then will forward to CalSTA. This budget update and any other changes will be included in the FY 2019 CCJPA/Amtrak operating contract (effective October 1, 2018), which will be presented to the CCJPA Board for adoption at its September 20, 2017 meeting.

RECOMMENDATION

It is recommended that the CCJPA Board approve the CCJPA FY 2018-19 – FY 2019-20 Business Plan Update and submit a copy of the Business Plan Update to the Secretary of CalSTA. (Approval of the Business Plan Update requires an affirmative vote of at least two-thirds (11) of the appointed members.)

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the State Fiscal Year 2018-19 – FY 2019-20
Business Plan Update for the Capitol Corridor Service
For the Capitol Corridor Joint Powers Authority /

Resolution No. 18-07

WHEREAS, the CCJPA staff have prepared a Draft FY 2018-19 – FY 2019-20 Business Plan Update (“Business Plan Update”), held a series of public workshops to solicit input from between January 22-26, and received comments, which, as appropriate, were incorporated into the draft document; and

WHEREAS, the Business Plan Update reflects a weekday train schedule of 30 weekday trains and 22 weekend trains, and outlines a capital funding strategy to advance the CCJPA’s Capital Improvement Program (CIP) that incorporates relevant elements of the *California State Rail Plan* (December 2017) and conforms with the guidelines for the new state funding opportunities via the enactment of SB 1 to support the CCJPA’s service expansion plans to Roseville and San Jose/Salinas, and builds upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor “brand”; and

WHEREAS, the CCJPA Board acting for and on behalf of the Capitol Corridor Joint Powers Authority has prepared for the CalSTA a Business Plan Update for the Capitol Corridor Service for State FY 2018-19 – FY 2019-20 in the form appended hereto; and

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

RESOLVED, that the CCJPA Board does hereby approve and adopt the FY 2018-19 – FY 2019-20 Business Plan Update for the Capitol Corridor Service.

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

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Kenneth A. Duron Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: February 6, 2018

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

FY 18-19 Draft State Budget

On January 10, 2018, Governor Brown released his proposed Fiscal Year (FY) 18-19 Budget. While the Draft FY 18-19 State Budget RT is 5% greater than last year's budget at \$190.3 billion, Governor grows the state's rainy-day fund to \$13.5 billion. The budget also reduces the state's debt to \$6 billion, down from \$35 billion in 2011. The Draft FY 18-19 Governor's Budget represent the first full year of new revenues from SB 1. Over the next 10 years, SB 1 revenues will inject \$55 billion in additional transportation funds with transit and intercity rail set to receive \$7.6 billion in new funding,

Not included in this year's proposed budget is a Cap and Trade Expenditure Plan. With recent successful market auctions for Cap and Trade allowances, it is projected that \$1.25 billion will be available for expenditure in FY 2018-19. Using previous data, it is anticipated that the TIRCP spending plan will be approximately \$230-240 million in 2018-19. The Governor's Budget indicated that further details on his Cap and Trade Expenditure Plan will be released later this month as part of the Governor's annual State of the State Address.

With respect to operating support of the operation on the three intercity passenger rail routes (San Joaquin, Pacific Surfliner and Capitol Corridor), the Governor's Draft FY 18-19 Budget provides the same amount of funding (\$131 million) as the enacted FY 17-18 budget. The Governor's draft budget may be updated as part of the May Revise based on Amtrak's submittal of final FY 18-19 operating (and ridership and revenue) estimates which are due in late Spring 2018.

State Legislation

Proposition 69 – Protection of SB1 Funds

CCJPA POSITION: SUPPORT

Proposition 69, which will appear on the June 2018 statewide ballot, memorializes Assembly Constitutional Amendment (ACA) 5 (Frazier) that was enacted last year. This bill and the subsequent Prop 69 ensures revenues from Senate Bill 1 (SB1) will be dedicated to transportation purposes. ACA 5 is intended to nullify concerns that SB1 funds will be diverted away from their intended purposes. Prop 69 requires a simple majority approval by voters to be enshrined in the state constitution.

The CCJPA has access or can compete for the following SB1 fund sources: direct allocations of approximately \$5 million per year from the State Rail Assistance (SRA) account; apply for approx. \$250 million in annual Transit Intercity Rail Capital Program (TIRCP) funds; and indirect receipt of Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors (SCC) funds through project partners.

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
SOGR (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: UPDATE: SUBMITTAL OF CCJPA PROJECT APPLICATIONS FOR 2018 SB1 FUNDING PROGRAMS

PURPOSE:

For the CCJPA Board to receive an update on CCJPA applications for new SB1 fund sources.

BACKGROUND

SB1 Fund Sources: Starting in 2018, new transportation funds from enacted Senate Bill 1, 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 and the CCJPA's status as to submittal against the eligible SB1 funds are as follows:

- *State Rail Assistance:* 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 were submitted on December 15, 2017.
- *Transit and Intercity Rail Capital Program (TIRCP):* The CCJPA can also directly apply for TIRCP funds. The CCJPA submitted an overall project which was consistent with key goals of the fund which 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 for the first time, for a programming period over five (5) years. The TIRCP applications was submitted on the deadline date of January 12, 2018.
- *Other SB1 Fund Programs that Indirectly Benefit Capitol Corridor Service:* The CCJPA is not an eligible to apply for other mentioned SB1 funds but 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). In submittal of the TIRCP application with eligible partners, the CCJPA anticipated that in 2020 and later project applications would be combined with TIRCP and other funding sources to develop fully funded capital projects.

The funding plans using each respective source are shown in the tables below. Table 1 is the CCJPA's 2018 SRA Funding Request, which was awarded to CCJPA on February 1, 2018 to CCJPA by CalSTA. Projects in this category of funding by mix of sources to support the SR3T Ph2 and Oak/SJC Service Reroute are also reflected as funding match in Table 2 which contains the detailed funding plan developed for the 2018 TIRCP application. The 2018 TIRCP awards will be announced by CalSTA in April 2018.

TABLE 1: CCJPA 2018 State Rail Assistance Funding Request

Project	FY 18	FY 19	FY 20	TOTAL
Dedicated UPRR right of way gang	\$750,000	\$750,000	\$750,000	\$2,250,000
Funds for SR3T Ph2 & Oak/SJC Service Switch	\$1,516,841	\$2,983,578	\$3,339,052	\$7,839,471
CA PIDS replacement/upgrade	\$333,159	\$466,422	\$310,948	\$1,110,529
UPRR signal replacement/upgrade	\$500,000	\$700,000	\$700,000	\$1,900,000
TOTAL REQUEST	\$3,100,000	\$4,900,000	\$5,100,000	\$13,100,000
AVAILABLE FUNDING	\$3,100,000	\$4,900,000	\$5,100,000	\$13,100,000

TABLE 2: CCJPA 2018 TIRCP and Other Funding Request

Project:	Sacramento to Roseville Third Track Phase 2 & SR 51 Widening	Oakland to San Jose Service Expansion Phase 2A	System wide Integrated Travel Project	Total by Source
Phase(s):	Design & Environmental	Environmental, Design & Construction	Development and Implementation	
Fund Sources				
Transit and Intercity Rail Capital Program	\$29,000,000	\$51,000,000	\$27,339,720	\$107,339,720
Other State GHG Funds	TBD	\$0	\$0	\$0
Other State Non-GHG Funds	\$15,900,000	\$83,701,535	\$0	\$99,601,535
Federal Funds	TBD	\$10,000,000	\$0	\$10,000,000
Regional Funds	TBD	\$61,000,000	\$0	\$61,000,000
Local Funds	TBD	\$40,000,000	\$0	\$40,000,000
Total by Project	\$44,900,000	\$245,701,535	\$27,339,720	\$317,941,255

The TIRCP-related project applications were packaged as one project (pursuant to CalSTA guidance) entitled “Northern California Corridor Enhancement Program Projects”. The suite of projects 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 proposed TIRCP-funded projects are provided below:

- Statewide Integrated Travel – Ph 3/4: 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 and the fourth phase is the implementation phase.
- 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.

The Northern California Corridor Enhancement Program Projects rely 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.

The effort to develop the TIRCP application especially has relied upon the strong partnership of Caltrans District 3 and District 4, CalSTA, Caltrans, Alameda County Transportation Commission, MTC, SACOG, UPRR and a host of cities and consultants each of which have played vital roles in delivering support the content of these applications.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 6, 2018

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 influence 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
(February 2018)**

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	



Date: February 6, 2018
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – February 2018

**TO BE PROVIDED UPON RECEIPT OF JANUARY 2018 SERVICE
PERFORMANCE RESULTS FROM AMTRAK**

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 6, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (February 14, 2018 Meeting)

PURPOSE

To provide a report on work completed up to the February 14, 2018 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Annual Performance Report (FY2017). Pursuant to the Resolution 17-20, CCJPA Board provided comments and adopted the draft Performance Report covering the Fiscal Year 2016-17 (October 2016-September 2017). Staff put the report through design (including graphics and photos) and then on to production. The final, finished report is expected to be released and available at the February 14, 2018 CCJPA Board of Directors meeting and be widely distributed the State Legislature and other interested agencies.
- b. FY 17 CCJPA Independent Audit. As provided in the Joint Exercise of Powers Agreement between the CCJPA member agencies, the Controller-Treasurer's Office of the CCJPA is required to conduct an annual independent audit of the CCJPA and submit the report of such audit by December 31 of each year. The financial report stating the findings of the independent audit for Fiscal Year 2016-17 (July 2016-June 2017) was prepared and submitted to the CCJPA member agency staff (Staff Coordinating Group [SCG]) for review. Comments were incorporated and the final report will be transmitted to the CCJPA Board Directors in February 2018.
- c. Richmond Station Platform Improvements. The Richmond Platform Beacon Signal and Parking Validation Machine projects are complete and in operation. The beacon will improve intermodal connectivity for BART passengers transferring to Capitol Corridor trains, ensuring that passengers will not need to run from one platform to another to make the transfer. The Parking Validator Machine allows Capitol Corridor passengers to make use of the BART parking garage, allowing payment of the fee as validation of parking using a Clipper Card on the platform rather than having to enter the BART paid area at the station.
- d. Station Bicycle eLockers. Installations of secure electronic bicycle lockers at all stations were completed in December 2017. BikeLink eLockers are now available at 14 Capitol Corridor stations: Auburn, Roseville, Sacramento, Davis, Fairfield-Vacaville, Suisun-Fairfield, Martinez, Richmond (shared with BART), Berkeley, Emeryville, Oakland Jack London, Oakland Coliseum (shared with BART), Hayward, and Santa Clara-Great America. CCJPA staff will continue to promote the use of station eLockers in various marketing efforts.

- e. Completed Marketing and Communications Activities – The following work has been completed as part of the CCJPA’s FY2017-18 Marketing Programs:
- Advertising:
 - o Developed winter/spring advertising plan with agency; advertising will flight in mid-to-late spring to promote spring discount offers
 - o Collaborated with other California JPAs to develop statewide everyday discounts in response to Amtrak’s changes to its nationwide everyday discounts like Seniors, AAA, etc.
 - Print and Digital Communications:
 - o Updated Ride Guide in Spanish and Chinese
 - 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 Holiday Ice Rink partnerships with Downtown San Jose and Sacramento
 - o Stitch ‘n Ride discount for Stitches West attendees
 - o Coordinated distribution of CCJPA Business Plan and notification of Public Workshops
 - Events/Media Relations/Customer Communications
 - o Thanksgiving Service communications
 - o Oakland A’s Fan Fest – collaborated with A’s fan club to host former player Vida Blue on board, transporting fans to the Athletics’ fan appreciation event at Jack London Square
 - o Richmond Courtesy Light - Created publicity plan for new Richmond BART Courtesy light, press release issued 1/30/18

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: February 6, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (February 14, 2018 Meeting)

PURPOSE

To provide an update on work in progress up to the February 14, 2018 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), who allocated the funds to the CCJPA to pursue the final design and right-of-way acquisitions necessary to complete phase 1. Following the execution of a grant agreement for a portion of the overall project funding, the CCJPA was able to complete the procurement of design services for the Phase I project. The design consultant expects to begin work by the end of this month. The present schedule indicates that the design phase of this project will be completed in early 2019. Following the completion of the design and construction of the improvements, this Phase I project will permit the addition of two round trips daily between Sacramento and Roseville.
- 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. Projects that have megaregional implications (Dumbarton Rail, Conventional Rail/BART Tube) are being assessed for how this group can form working partnerships to advance critical project studies and development.
- c. On-Board Information System. Design/documentation for OBIS is all but complete for several small items and the project is moving into preliminary and soon final lab testing before a prototype will be delivered for in-service testing. CCJPA is a partial funding supporter with Caltrans as the majority funding entity through contracts with Amtrak. Most recently, top management changes at Amtrak have altered the management oversight process and long-term Amtrak direction for OBIS within Amtrak. All indications point to Amtrak's position to no longer be the lead agency for the project, which differs and diverges from

Amtrak's prior project management position. As such, Caltrans, with the support of CCJPA, is looking to transition the project once Amtrak completes the prototype in summer 2018. Actions by Caltrans and CCJPA could include oversight of the current contractor(s) and vendor(s) and develop a project support and development team that includes the other CA IPR JPAs with the goal to have OBIS implemented on the NorCal IPR fleet between 2019 and 2020.

- d. 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.
- e. 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. 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.
- f. CCJPA Bicycle Access Program. CCJPA staff continue to work with the selected vendor on developing and refining the folding bicycle rental service project. Some initial focus groups may be conducted on the train in Spring 2018 to gather more information about interaction between user and folding bicycle. 60 new angled bike racks have been ordered from the vendor to increase onboard bike storage capacity, with the first shipment expected in early March. 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 February 2018.
- g. Station Signage and Platform Safety Upgrades. BART's contractor has completed fabrication work and will begin installation of the improved informational signage at selected Capitol Corridor stations during the month of February 2018. These glass-front display signs will display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting. Amtrak has begun installation of security cameras at the Auburn, Rocklin, Roseville and Suisun stations. In addition, Amtrak has begun installation lighting and a wayside power system at the Auburn layover site. Amtrak anticipates completion of these projects by the end of May 2018.
- h. Renewable Diesel Pilot Program Status Report. Staff continues to work with Amtrak on the testing of renewable diesel fuels on a California F-59 locomotive. This pilot program includes coordination with the California Air Resources Board (CARB). Testing began in early September 2017 and in late October 2017, the locomotive operated as the sole power unit on the weekday test train (#529/#536

Auburn-Oakland run). Since then, there have been no noticeable changes in the performance of the locomotive nor has there been any significant loss of power.

On December 29, 2017, California Air Resources Board (CARB) personnel completed their emission testing of the locomotive. Staff is awaiting the results from CARB's lab-based tests to determine emission rates by comparing the results from the typical petrol-based diesel fuels vs. piloted RD. The results from CARB are expected by the end of March 2018. Once it is determined that RD fuel is a viable alternative, a second test is proposed for 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.

- i. Upcoming Marketing and Communications Activities. The following work is underway as part of the CCJPA's FY2017-18 Marketing Programs:
- Advertising and Offers – Advertising and offers will focus on off-peak ridership growth. Microsite for the “Every Ride Has a Story” ad campaign to drive engagement with customers, and will launch with spring advertising campaign
 - Publications and Promotions
 - o Spring Timetable and Signs – starting work on May timetable and associated signage throughout system
 - o California Everyday Discounts – continuing to work with other JPAs in development and promotion of California discounts in response to Amtrak's changes to nationwide discounts. Heavier promotion of the discounts will begin in March.
 - Public Relations/Events/Outreach
 - o Earth Day, Bike to Work Day event planning begins
 - o Researching plans for special trains to serve Oakland A's event in April as well as select concerts at Levi's Stadium.

RECOMMENDATION

For information only.