

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday, June 20, 2018

9 a.m.

Martinez City Hall
City Council Chambers
525 Henrietta Street
Martinez, CA 94553
(see attached map)

Simultaneous teleconference calls will take place at:

**Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA**

3500 Larchmont Drive Fairfield, CA

995 Market Street, 2nd Flr, San Francisco, CA

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
 1. Minutes of February 14, 2018 Meeting
 2. Budget Update: Travel Time Savings Project
 3. Budget Update: State Rail Assistance (SRA) Funded Projects
 4. Acceptance of 2018 TIRCP Awards
- V. Action and Discussion Items *Action*
 1. FY 17 CRISI and FY 18 BUILD Grant Program Submissions *Action*
 2. Transfer of Management of WiFi Services to CCJPA/Caltrans/CA IPR JPAs *Action*
 3. Legislative Matters/Governor's May Revise State FY 18-19 Budget *Action*
 4. FY 18-19 Marketing and Communications Plan and Advertising Services Budget *Action*
 5. Overview of Draft FY 18-19 CCJPA Budget [Operations, Administration, Marketing] *Info*
 6. Overview of Passenger Communications: Service Incidents; On-Board Etiquette; Transit Connections *Info*
 7. Update: Programmed Capital Projects and New Rail Vehicle Deliveries *Info*
 8. Managing Director's Report *Info*
 9. Work Completed *Info*
 - a. Annual Business Plan Update (FY 2018-19 – FY 2019-20)
 - b. Station Sign Frames
 - c. May 7, 2018 Timetable Update (indirect changes due to new San Joaquins timetable)
 - d. Marketing Activities (February – June 2018)
 10. Work in Progress *Info*
 - a. Sacramento-Roseville 3rd Track Project – Phase 1
 - b. State Rail Assistance (SRA) Funded Projects
 - c. Positive Train Control Update
 - d. Station Platform Security Upgrades
 - e. Bicycle Access Plan Implementation
 - f. On-Board Information System Project
 - g. CCJPA Renewable Diesel Pilot Program
 - h. Proposed Extension of Capitol Corridor Trains to Salinas
 - i. Upcoming Marketing Activities
- VI. Board Member Reports
- VII. Public Comments
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 19, 2018, at BART Boardroom, Kaiser Center, 20th Street Mall, 344–20th Street, 3rd Floor, Oakland, CA 94612

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

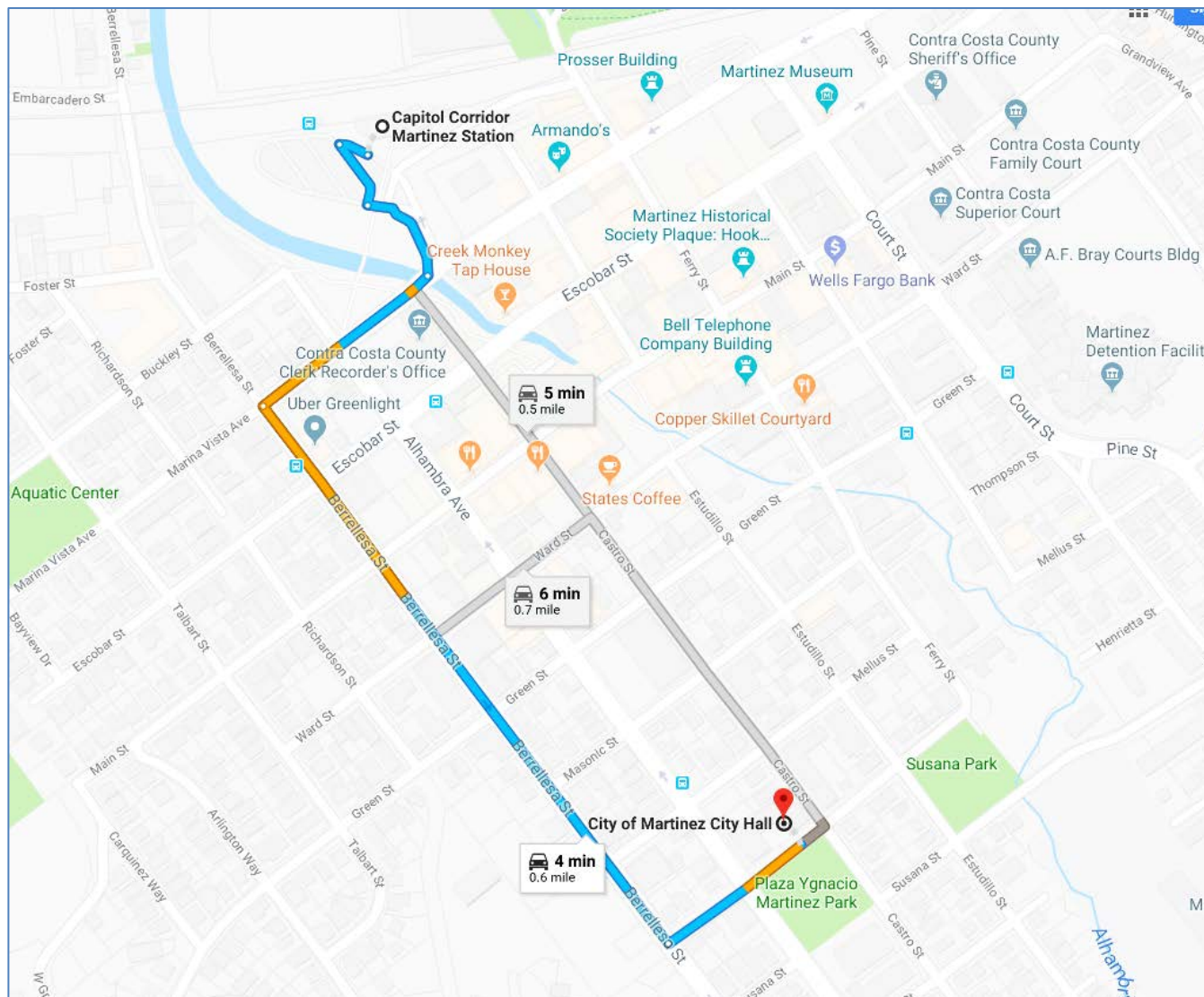
Consent calendar items are considered routine and will be enacted, approved or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience. The CCJPA Board provides services/accommodations upon request to persons with disabilities who wish to address Board matters. A request must be made within one and five days in advance of a Board meeting, depending on the service requested. Call (510) 464-6085 for information.

DIRECTIONS TO MARTINEZ CITY HALL

525 Henrietta Street
Martinez, CA 94553
(925) 372-3515

From Martinez Capitol Corridor/Amtrak Station

Sharp left toward Marina Vista Avenue. Turn left at p. Turn right onto Marina Vista Avenue. Turn left onto Berrellesa Street. Turn left onto Henrietta Street. Martinez City Hall will be on the left.



From Highway 4

Exit Alhambra Avenue - go north - and proceed approximately two miles on Alhambra to Henrietta Street (a right turn will put you in the City Hall Parking Lot).

From I-680/I-780, traveling South

Take the Marina Vista Exit. Proceed (driving through the Refinery area) to Berrellesa Street. Turn left. Remain in the left lane, to proceed a few blocks to Henrietta Street. Turn left. Proceed across Alhambra Avenue to City Hall Parking Lot.

From I-680/I-780, traveling North

Take the Marina Vista Exit. At Stop Signal, turn left, move to right Lane and continue (driving through the Refinery area) to Berrellesa Street. Turn left. Remain in the left lane, to proceed a few blocks to Henrietta Street. Turn left. Proceed across Alhambra Avenue to City Hall Parking Lot.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors Minutes of the 108th Meeting February 14, 2018

The 108th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, February 14, 2018, 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; and Santa Clara Valley Transportation Authority, 331 No. First Street, Conference Room B-106, San Jose, California. Chair Lucas Frerichs presided; Kenneth A. Duron, Recording Secretary.

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

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

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

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

Absent: Directors Bevan Dufty, BART; Nicholas Josefowitz, BART.

III. Report of the Chair. Chair Frerichs briefly reported on the Business Plan Update to be presented during the meeting; the FY2017 Annual Performance Report; the FY17 Independent Audit; and the Call for Director Membership on the Ad Hoc Service Planning Subcommittee.

IV. Consent Calendar. Chair Frerichs introduced the Consent Calendar noting the need to remove Item IV.4. Funding Agreement for the Alviso Wetland Railroad Adaptation Alternatives Study from the calendar due a proposed amendment to the resolution. Director Raburn moved adoption of Item IV.1, Minutes of the November 15, 2017 Regular Meeting; Item IV.2, Resolution No. 18-01, In the Matter of Authorizing a Budget for the CCJPA Data Analytics/Business Intelligence – Phase 3; Item IV.3, Resolution No. 18-02, In the Matter of Authorizing a Revised Budget for the On-Board Information System (OBIS) Project; Resolution No. 18-03, In the Matter of Authorizing a Revised Budget for the Security Cameras at Four Stations Project; and Resolution No. 18-04, In the Matter of Authorizing a Revised Budget for the Positive Train Control (PTC) Project; and Item IV.5, Resolution No. 18-06, In the Matter of Approving a Revised Budget for the California Integrated Travel Program (ITP) – Phase 2. Directors Miller and Saltzman seconded the motions, which passed by roll call vote. Ayes: 14 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Allen, Keller, Raburn, Saltzman, Spering and Price. Noes: 0. Abstain: 0. Absent: 2 – Directors Josefowitz and Dufty.

Mr. David Kutrosky, Managing Director, briefly described the proposed amendment to the resolution for Item IV.4. Funding Agreement for the Alviso Wetland Railroad Adaptation Alternatives Study. Director Raburn moved adoption of Item IV.4, Resolution No. 18-05, In the Matter of Authorizing the Execution of the CCJPA Alviso Wetland Railroad Adaptation Alternatives Study. Director Allen seconded the motion, which passed by unanimous roll call vote. Ayes: 14 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Allen, Keller, Raburn, Saltzman, Spering and Price. Noes: 0. Abstain: 0. Absent: 2 – Directors Josefowitz and Dufty.

V. Action and Discussion Items.

1. Capitol Corridor Joint Powers Authority FY2018/19 – 2019/20 Business Plan Update. Mr. Kutrosky reviewed the Capitol Corridor Business Plan Update and described the process and outreach used in development of the Plan. The item was discussed.

Mr. Mike Barnbaum addressed the Board.

Director Saltzman moved adoption of Resolution No. 18-07, In the Matter of Approving the State Fiscal Year 2018/19-FY2019/20 Business Plan Update for the Capitol Corridor Service for the Capitol Corridor Joint Powers Authority. Director Sperling seconded the motion, which passed by unanimous roll call vote. Ayes: 14 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Allen, Keller, Raburn, Saltzman, Sperling and Price. Noes: 0. Abstain: 0. Absent: 2 – Directors Josefowitz and Dufty.

2. Legislative Matters. Mr. Kutrosky reviewed proposed legislative matters affecting Capitol Corridor service, highlighting the Draft State Budget; Federal FY17 Rail Title Appropriations; and Proposed Federal FY18 Appropriations. Mr. Kutrosky requested authority for a letter of support for the FY19 Draft State Budget.

Director Raburn moved the Managing Director be authorized to issue a letter of support for the FY19 Draft State Budget. Director Harris seconded the motion, which passed by unanimous roll call vote. Ayes: 14 – Directors Frerichs, Harris, Miller, Holmes, Rohan, Saylor, Peralez, O'Neill, Allen, Keller, Raburn, Saltzman, Sperling and Price. Noes: 0. Abstain: 0. Absent: 2 – Directors Josefowitz and Dufty.

3. Update: Submittal of CCJPA Project Applications for 2018 SB1 Funding. The item was discussed. Mr. Kutrosky advised no action was required.
4. Update: Programmed Capital Projects and New Rail Vehicle Deliveries. Mr. Kutrosky introduced Mr. Rob Padgett, Deputy Managing Director, to provide the Board with an update of the Capital Program including infrastructure projects and delivery of new rail vehicles for service.
5. Managing Director's Report. Mr. Kutrosky introduced Mr. Jim Baker, Xentrans, to present the California Integrated Travel Program. The item was discussed. Mr. Kutrosky reviewed the recent system performance indicators, highlighting on time performance, ridership, delays, customer comments, and discussions regarding a proposed City of Hercules Station. The report was discussed.

Mr. David Biggs, City Manager, City of Hercules, was invited to address the Board.

6. Work Completed and 7. 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. Mike Barnbaum and Mr. Doug Kerr addressed the Board.

VI. Board Member Reports. Chair Frerichs invited Board member reports. Director Raburn encouraged the re-engagement of the Jack London Square Business District group to discuss interest in a 'quiet zone' designation and the Authority's Vision Plan; and commended Jim Allison, Planning Manager, for the staff work on the Vision Plan and outreach program engaging the public. Director Miller announced the successful integration of the SacRT Smart Rider app and on-demand/point-to-point service in Citrus Heights. Director Holmes advised there is a calendar conflict with the next Board Meeting and a Capitol to Capitol conference on April 18, 2018, potentially affecting attendance. Director Saltzman advised the Board of the resignation and retirement of the Secretary, Kenneth A. Duron. Chair Frerichs presented Mr. Duron with a commemorative Capitol Corridor locomotive and shared remarks on behalf of the Board of Directors and staff. Directors and Raburn offered comments of commendation.

VII. Public Comments. Chair Frerichs invited comment from the public. Mr. Peter Warnr, Trainwetz; Ms. Christina Watson, Transportation Agency for Monterey County; and Mr. Gordon Osmundson, TRAC, addressed the Board.

VIII. Adjournment. The Meeting adjourned at 11:55 a.m. Next Meeting Date: 10:00 a.m., April 18, 2018, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the February 14, 2018 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: BUDGET UPDATE: TRAVEL TIME SAVINGS PROJECT

PURPOSE

For the CCJPA Board to approve a revised budget for the Travel Time Savings Project.

BACKGROUND

The CCJPA Board, through Resolutions 15-05 (February 18, 2015) and 16-15 (September 21, 2016), authorized the use of funds to increase the speed of Capitol Corridor trains at various locations along the route, also known as the Travel Time Savings Project (the “Project”). These Resolutions authorized a budget of \$10,180,000 for the Project.

The Union Pacific Railroad has been diligently proceeding with the Project since entering into contract with the CCJPA. However, due to unforeseen potential impacts on sensitive habitat for listed species, changes to the project have been required. These changes will likely result in increased costs for the Project. Fortunately, the estimated Project costs fall within the overall Project funding. The funding available for the Project is as follows:

Funding Source	Prior Budget	Revised Budget
Proposition 1A bond funds	\$10,180,000	\$10,180,000
Cap-and-Trade (TIRCP)	\$0	\$4,620,000
Total	\$10,180,000	\$14,800,000

The new estimate for the Project is \$14,800,000.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised budget of not-to-exceed \$14,800,000 to implement the Project, and authorize the CCJPA Executive Director or her designee to enter the necessary agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a Revised Budget for the
Travel Time Savings Project /

Resolution No. 18-8

WHEREAS, the CCJPA has identified options to increase train speed at various locations through the Capitol Corridor route; and

WHEREAS, the CCJPA proposes to make various improvements to the Union Pacific track and signal system in order to permit higher train speeds;

WHEREAS, the CCJPA has adopted the Travel Time Savings Project (the “Project”) pursuant to Resolutions 15-05 and 16-15 with an approved budget of \$10,180,000 for necessary track and signal improvements; and

WHEREAS, the Union Pacific Railroad has agreed to construct these improvements on behalf of the CCJPA; and

WHEREAS, through the implementation of the Project, some unforeseen potential impacts on sensitive habitat for listed species have raised the possibility of increased costs for the Project; and

WHEREAS, the CCJPA has secured a total funding amount of \$14,800,000 for the Project; and

RESOLVED, that the CCJPA Board does hereby approve the revised Project budget for an amount not to exceed \$14,800,000;

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 implement the Project.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: BUDGET UPDATE: State Rail Assistance (SRA) Funded Projects

PURPOSE

For the CCJPA Board to approve initial budgets for four SRA funded projects: Safety and Security (Dedicated Union Pacific Railroad [UPRR] right-of-way [ROW] crew), Pre-Construction and Environmental Design Work for the Oakland to San Jose Service Expansion, the California Passenger Information Display System (PIDS) Replacement and Upgrade, and UPRR Signal Replacement and Upgrade.

BACKGROUND

The CCJPA Board, through Resolution 17-22 (November 15, 2017) authorized the CCJPA Executive Director or her designee to submit and provide applications in response to the SB1 Call for Projects. CCJPA submitted a request to the California State Transportation Agency (CalSTA) to fund five projects with funds projected to be available during the first three years of the program: Safety and Security (Dedicated UPRR ROW Crew), Oakland to San Jose Service Expansion, Sacramento to Roseville Third Track Phase 2, California PIDS Replacement and Upgrade, and UPRR Signal Replacement and Upgrade.

On January 30, 2018, the CalSTA awarded \$13.1 million in project costs for the period of FY 2017-18 to FY 2019-20 under the SRA program. CCJPA is moving forward with the execution of these projects at varying stages and is requesting the approval of initial project budgets as shown below.

SRA Funded Project Budgets	Authorized Request Amount	Revised Project Budgets	Initial Board Authorization Request (June 20, 2018 Meeting)
Safety and Security (Dedicated UPRR ROW Crew)	\$3M	\$2,430,000	\$2,430,000
SR3T Ph2	\$6.5M (Combined)	\$2,659,471	
Oakland to San Jose Service Expansion		\$5,000,000	\$100,000
CA PIDS Replacement/Upgrade	\$1.7M	\$1,110,529	\$1,110,529
UPRR Signal Replacement/Upgrade	\$1.9M	\$1,900,000	\$1,900,000
TOTAL REQUEST	\$13,100,000	\$13,100,000	\$13,100,000

RECOMMENDATION

CCJPA recommends that the CCJPA Board approve initial project budgets as shown below and authorize the CCJPA Executive Director or her designee to enter the necessary agreements for the implementation of these projects.

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
State Rail Assistance (SRA) Funded Projects

Resolution No. 18-9

WHEREAS, the CCJPA submitted and received subsequent approval to fund the following projects under the State Rail Assistance program: Safety and Security (Dedicated Union Pacific Railroad [UPRR] right-of-way [ROW] crew), Pre-Construction and Environmental Design Work for the Oakland to San Jose Service Expansion, Sacramento to Roseville Third Track Phase 2, California Passenger Information Display System (PIDS) Replacement and Upgrade, and UPRR Signal Replacement and Upgrade; and

WHEREAS, the CCJPA proposes to support a dedicated ROW crew to clear vegetation, remove debris, and clear encampments in the ROW to improve safety and security; and

WHEREAS, the CCJPA intends to move forward with pre-construction and environmental documentation to relocate and expand service between Oakland and San Jose; and

WHEREAS, the CCJPA intends to support replacements and upgrades to the signal system along the CCJPA service area;

RESOLVED, that the CCJPA Board does hereby approve initial Project budgets for an amount not to exceed the following for each project Safety/Security (dedicated ROW crew) - \$2.43M, Oakland to San Jose Service Expansion - \$100,000, California PIDS - \$1,110,529, UPRR Signal Replacement and Upgrade - \$1,900,000;

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 these projects.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: June 12, 2018

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: ACCEPTANCE OF 2018 TIRCP AWARDS

PURPOSE

For the CCJPA Board to authorize the CCJPA Executive Director or her designee to enter into all necessary agreements required to implement the projects funded by the 2018 TIRCP awards.

BACKGROUND

CCJPA staff applied for three projects under the 2018 Transportation and Intercity Rail Capital Program (a total of \$107,339,720 in TIRCP funding). These were:

1. Sacramento to Roseville Third Track Phase 2 (SR3T) and State Route (SR) 51 Widening Projects: Design and Environmental Phases (\$29,000,000) – Not awarded
2. Oakland to San Jose Service Expansion (OKJ-SJC) Phase 2A Project: Design, Environmental, and Construction Phases (\$51,000,000) – Awarded
3. Statewide Integrated Travel Program (ITP): Development and Implementation (\$27,339,720) – Awarded

On April 26, 2018, the California State Transportation Agency (CalSTA) announced that the CCJPA was awarded \$80,340,000 in TIRCP funding to support the following two projects: the Oakland to San Jose Service Expansion (OKJ-SJC) Phase 2A Project: Design, Environmental, and Construction Phases and the Statewide Integrated Travel Program (ITP). The Sacramento to Roseville Third Track Phase 2 project was not funded. As well, the CCJPA was awarded an additional \$2,000,000 to address network integration opportunities for rail networks on the East Bay - Dumbarton/Altamont and Transbay Conventional Rail connections and service and ticket integration with agencies not specifically receiving a TIRCP (e.g., San Joaquin Regional Transit District).

Of the 2018 TIRCP funded projects, the Statewide Integrated Travel Program is the only project fully funded at this time. The other TIRCP funded projects will require additional funding (i.e. Oakland to San Jose Phase 2A) or will be available as partnership funding between CCJPA and other agencies (i.e. the Dumbarton Rail and Transbay Conventional Rail). While the Oakland to San Jose Phase 2A project will require additional funding, there is sufficient funding to commence necessary planning studies and environmental documentation.

Implementing each of the projects awarded will require an unprecedented level of CCJPA staff involvement, oversight, and management. CCJPA staff will lead multiple procurements as a result of these TIRCP awards to support the consultant expertise required. The CCJPA will begin to request allocations of these awarded funds from the California Transportation Commission starting in August 2018.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorizes the CCJPA Executive Director or her designee to enter into the necessary agreements to deliver these TIRCP awarded projects.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Accepting the Award of 2018
TIRCP Funding

Resolution No. 18-10

WHEREAS, the CCJPA applied for more than \$107 million in Transit and Intercity Rail Capital Program funds for Sacramento to Roseville Third Track Phase 2 (SR3T) and State Route (SR) 51 Widening Projects: Design and Environmental Phases (\$29,000,000), Oakland to San Jose Service Expansion (OKJ-SJC) Phase 2A Project: Design, Environmental, and Construction Phases (\$51,000,000), and the Statewide Integrated Travel Program (ITP): and

WHEREAS, the CCJPA was awarded a total of \$80,340,000 in TIRCP funding for the following projects:

- Oakland to San Jose Service Expansion (OKJ-SJC) Phase 2A Project [\$51,000,000]: Design, Environmental, and Construction Phases
- Statewide Integrated Travel Program (ITP) [\$27,339,720],
- Pre-development tasks to address network integration opportunities for rail networks on the East Bay - Dumbarton/Altamont and Transbay Conventional Rail connections and service and ticket integration [\$2,000,000]

WHEREAS, delivery of these awarded projects will require external consultant expertise and support; and

RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or her designee to enter all necessary agreements required to implement these projects;

AND BE IT FURTHER RESOLVED, that the CCJPA will transmit this resolution to Caltrans, the California State Transportation Agency, and the California Transportation Commission.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: FY 17 CRISI AND FY 18 BUILD FEDERAL GRANT PROGRAM SUBMISSIONS

PURPOSE

For the CCJPA Board to approve the submission of applications by the CCJPA staff, in cooperation with Caltrans and the Transportation Agency for Monterey County (TAMC), for federal grants funding safety and service improvements under the FY 17 Consolidated Rail Infrastructure and Safety Improvements (CRISI) and/or FY 18 Better Utilizing Investments to Leverage Development (BUILD) federal grant programs.

BACKGROUND

The US Department of Transportation (USDOT) and Federal Rail Administration (FRA) have issued two distinct federal funding opportunities for which CCJPA seeks to fund capital improvements. The CCJPA staff has coordinated with Caltrans and TAMC to develop a comprehensive application that will support safety and service improvements with a strong local funding match. Caltrans will serve as the submitting agency with support by CCJPA and TAMC. CCJPA will provide a match of \$3 million to the grant submission using anticipated project savings from the Travel Time Savings Project.

FY 17 CRISI: The FRA, as the grantor of the Federal Rail Title funds in the FAST Act of 2015, released a Notice of Funding Opportunity (NOFO) of \$65.2 million in FY 17 appropriated federal funds under CRISI. Competitive grants are intended to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability, including Positive Train Control (PTC). Applications are due June 21, 2018.

FY 18 BUILD: The USDOT issued a NOFO for the FY 18 BUILD Transportation Discretionary Grants program on April 24, 2018, formerly known as the TIGER program, with applications due on July 19, 2018. CCJPA is continuing to explore the viability of the submitting the same package of improvements in an application for this second funding opportunity.

The grant application will consist of the following key components:

- Construction of new crossovers and siding between mileposts (MP) 40.0 and 40.5 on Union Pacific Railroad (UPRR) Coast Subdivision with the benefit of reducing delays caused by conflicting train movements and station operations.
- Installation and implementation of PTC on the UPRR Coast Subdivision between Elmhurst (MP 13.51) and Newark (MP 29.21), the potential future location of CCJPA rail service between Oakland and San Jose.
- Installation and implementation of PTC on the UPRR Coast Subdivision between Gilroy (MP 77.03) and N. Salinas (MP 113.03).
- Installation and implementation of PTC on the UPRR Coast Subdivision between Salinas (MP 114.9) and N. San Luis Obispo (MP 248.44).

RECOMMENDATION

The SCG recommends that the CCJPA Board give authorization to the CCJPA Executive Director or her designee to submit and provide support for applications as described above for project funding under the FY 17 CRISI and FY 18 BUILD federal grant programs.

Motion: The CCJPA Board adopts the attached resolution.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing the Submittal of
Applications for the FY 17 CRISI and FY 18 BUILD Federal grant programs to
Support Capitol Corridor Service Reliability and Safety Enhancements

Resolution No. 18-11

WHEREAS, the Federal Railroad Administration has issued a Notice of Funding Opportunity for the FY 17 Consolidate Rail Infrastructure and Safety Improvements Program; and

WHEREAS, the United States Department of Transportation has issued a Notice of Funding Opportunity for the FY 18 Better Utilizing Investments to Leverage Development; and

WHEREAS, CCJPA has been working with Caltrans, and the Transportation Agency of Monterey County to develop a package of safety enhancements and service reliability improvements that are eligible for funding under this program; and

WHEREAS, CCJPA has available \$3 million in anticipated project savings from the Travel Time Savings Project that may serve as part of the local match for these applications; and

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA Executive Director or her designee to submit and provide support for applications as described above for project funding under the FY 17 CRISI and FY 18 BUILD Federal grant programs; 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:		<hr/> Patricia K. Williams Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 12, 2018

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: CCJPA MANAGEMENT OF WIFI SERVICES FOR CA INTERCITY RAIL SERVICES

PURPOSE

For the CCJPA Board to authorize the transfer of the oversight and delivery of WiFi system maintenance, operations, and upgrades to the CCJPA as the responsible Joint Powers Authority for the three California Intercity Passenger Rail (IPR) services.

BACKGROUND

Since 2010, the CCJPA and Caltrans Division of Rail and Mass Transit have participated with Amtrak in the delivery of WiFi on the respective California Intercity Passenger Rail (IPR) services. This started with a capital phase and later transitioned to operations administered through the annual operating contract with Amtrak. When launched on November 28, 2011, WiFi was based on the most current technology available at that time. CCJPA has remained an active partner in the delivery of the system performance and in guiding future system improvements. As recently as early 2016, Amtrak maintained one of the most knowledgeable WiFi teams among any in the rail industry worldwide. In this role, Amtrak was tasked with three responsibilities:

1. Holding the privity of contract (including payments) with the selected WiFi vendor, Nomad Digital
2. Paying the monthly cellular carriers that deliver the backhaul of the service
3. Overseeing the management of the overall system and vendor performance

With the 2015 formation of the San Joaquin Joint Powers Authority (SJJA) and the Los Angeles – San Diego – San Luis Obispo Corridor (LOSSAN), the former role of Caltrans in funding WiFi with Amtrak was conveyed into the annual Amtrak operating contracts of the SJJA and LOSSAN agencies. The CCJPA has been paying Amtrak through its annual operating contract for the provision of Capitol Corridor onboard WiFi services since 2010.

Since 2016, a series of management changes within Amtrak has altered the composition of the Amtrak WiFi team. Now in 2018, key knowledgeable staff no longer work at Amtrak and the management direction and knowledge within Amtrak for WiFi does not align with the goals for onboard WiFi by the CA IPR JPAs, whose intent is to improve the system performance and oversight of WiFi on the three CA IPR services. As such, CCJPA staff have offered to manage a transition to allow the three CA JPAs direct management of these WiFi systems with the CCJPA overseeing the provision of onboard WiFi services moving forward.

CCJPA has been working both with Amtrak, Caltrans, and SJJA/LOSSAN to prepare this transition. There are a series of actions necessary to move forward with this transition:

1. Transition the existing Amtrak WiFi Vendor contract to CCJPA.
2. Contract with a WiFi consultant to oversee and optimize the system and assist with the procurement for an upgraded WiFi system.
3. Procure a modern upgrade of the WiFi system and procure a long-term WiFi consultant on behalf of CCJPA's oversight of the CA system.
4. Establish contracts with WiFi service providers.

CCJPA is prepared to take the necessary actions to have Amtrak assign the WiFi vendor contract to the CCJPA and allow CCJPA, in partnership with and on behalf of the LOSSAN, SJJPA, and Caltrans, to request the necessary annual funding and resources within the CCJPA Annual Business Plan to manage the WiFi system including any necessary upgrades subject to the approval of and funding allocation from the California State Transportation Agency (“CalSTA”). As well, the JPAs will individually request Amtrak to assign the vendor privity of contract to CCJPA for direct management, thus using a provision in the Amtrak-vendor contract that can allow CCJPA to assume a direct vendor relationship with the WiFi vendor. Under the terms of this transition, the costs currently incurred by Amtrak will be passed on to the JPAs through our annual operating agreement. Starting with the FY 19 operating contracts with the three CA IPR JPAs, Amtrak has withdrawn (“zeroed-out”) the Amtrak Route Cost associated with OnBoard Technology (onboard WiFi services). Amtrak’s sum of the costs for these WiFi services for the three CA IPR routes for FY 19 is \$1,368,000 which will be retained by Caltrans and then allocated to the CCJPA so as to provide the CCJPA with the funding and resources necessary to manage the onboard WiFi services for the three CA IPR routes. This annual of allocated funds will be continue for each year the CCJPA manages the onboard WiFi services for the three CA IPR routes.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into all necessary agreements required to transition WiFi oversight to the CCJPA and for the CCJPA to complete a process to upgrade and continue to manage WiFi on behalf of the California IPR system.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Establishing CCJPA Management and Oversight of the
California State Intercity Passenger Rail WiFi Services

Resolution No. 18-12

WHEREAS, in the years of 2010 and 2011, Amtrak, Caltrans and CCJPA participated in a partnership where a nationally selected vendor for the installation and operations of WiFi was procured to enter into a contract with Amtrak and that the vendor will install the necessary WiFi equipment and provide ongoing support services for the three California Intercity Passenger Rail (IPR) services; and

WHEREAS, Amtrak has been responsible for WiFi system oversight with the selected vendor financed through annual operating agreements with the respective route managers of the Capitol Corridor, the San Joaquin, and Pacific Surfliner IPR services;

WHEREAS, the management direction and knowledge within Amtrak for WiFi does not align with the goals for onboard WiFi by the California IPR JPAs, whose intent is to improve the system performance and oversight of WiFi on the three CA IPR services; and

WHEREAS, Amtrak is prepared to assign their WiFi vendor contract authority to the CCJPA for all the California IPR routes, as concurred by each of the respective California IPR JPAs, with a proposed effective date of October 1, 2018 and an estimated FY 19 annual budget of \$1,368,000, which will be adjusted annually henceforth; and

WHEREAS, the San Joaquin Joint Powers Authority (SJJA) and the Los Angeles – San Diego – San Luis Obispo Corridor Joint Powers Authority (LOSSAN) have authority over their annual Amtrak operating contract and are prepared to redirect the WiFi portion of their annual budgetary requests to the State of California for allocation annually to the CCJPA for the purposes of WiFi system oversight; and

WHEREAS, the CCJPA is prepared to take the necessary actions to have Amtrak assign the WiFi vendor contract to the CCJPA and allow CCJPA, in partnership with and on behalf of the LOSSAN, SJJA, and Caltrans, to request the necessary annual funding and resources within the CCJPA Annual Business Plan to manage the WiFi system including any necessary upgrades subject to the approval of and funding allocation from the California State Transportation Agency (“CalSTA”); and

RESOLVED, that the CCJPA Board does hereby approve the CCJPA Executive Director or her designee to enter into all necessary agreements required to transition WiFi oversight to the CCJPA and for the CCJPA to complete a process to upgrade and continue to manage WiFi on behalf of the California IPR system;

AND BE IT FURTHER RESOLVED, that the CCJPA should transmit this resolution to the respective managers of the California IPR JPAs, Amtrak, CalSTA, and Caltrans.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Patricia K. Williams Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 12, 2018

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS/GOVERNOR'S MAY REVISE STATE FY 18-19 BUDGET

PURPOSE

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

BACKGROUND

State Legislative Matters

May Revise of FY 18-19 Draft State Budget

On May 11, 2018, the Governor submitted his revised 2018-19 State Budget (May Revise), which includes \$137.6 billion in general fund spending and \$199.3 billion in total spending. Tax collections are coming in well ahead of expectations, providing an additional \$3.8 billion in revenue above the projections contained in the initial Budget proposal released in January. The total surplus this year, according to estimates by the Department of Finance, will be \$8.8 billion. As expected (per past practice), Governor Brown is cautious with state expenditures despite this surplus of tax revenues by allocating large portions of surplus dollars to reserves and one-time allocations as opposed to on-going commitments of state resources. Such one-time expenditures include:

- Infrastructure – \$2 billion for deferred maintenance at universities, courts and other state facilities;
- Homelessness – \$359 million to help local governments address homelessness; and
- Mental Health Services – \$312 million for county mental health services and training

Transit and Transportation. While there are no expected increases for neither transit operations nor transportation infrastructure beyond what is expected to be provided from increased revenues from SB 1, transit and public transportation revenues are expected to grow significantly from SB 1:

- The State Transit Assistance program (STA) is projected to grow by approximately \$109 million over original estimates contained in the January Budget; and
- Intercity and commuter rail systems funding is projected to increase by approximately \$42 million over January Budget estimates.

Governor's 2018-19 Budget • Revised Funding Estimates						
Source	Gov's Budget	May Revise	Change	Gov's Budget	May Revise	Change
STA						
Fiscal Year	2017-18			2018-19		
Base (2.375%)	\$180,680	\$185,431	\$4,751	\$178,338	\$212,871	\$34,533
Gas Tax Swap (1.75%)	\$126,955	\$129,986	\$3,031	\$125,229	\$150,204	\$24,975
SB 1 (3.5%)	\$175,137	\$181,360	\$6,223	\$250,458	\$300,409	\$49,951
STA SGR (TIF)	\$105,000	\$105,000	\$0	\$105,000	\$105,000	\$0
Total	\$587,772	\$601,777	\$14,005	\$659,025	\$768,484	\$109,459
INTERCITY & COMMUTER RAIL						
Base (2.375%)*	\$180,680	\$185,431	\$4,751	\$178,338	\$212,871	\$34,533
SB 1 (0.5%)	\$25,020	\$25,908	\$888	\$35,780	\$42,915	\$7,135
Total	\$205,700	\$211,339	\$5,639	\$214,118	\$255,786	\$41,668
LCTOP						
Cap & Trade (5.0%)	\$135,000	\$141,250	\$6,250	\$114,100	\$114,100	\$0
Total	\$135,000	\$141,250	\$6,250	\$114,100	\$114,100	\$0
TIRCP**						
Cap & Trade (10.0%)	\$270,000	\$282,500	\$12,500	\$228,200	\$228,200	\$0
SB 1 (TIF)	\$245,000	\$245,000	\$0	\$245,000	\$245,000	\$0
Total	\$515,000	\$527,500	\$12,500	\$473,200	\$473,200	\$0

* Funds also used for other Caltrans purposes

**Funds included as part of five-year programming cycle

Source: California Transit Association (May 2018)

AB 3124 - (Bloom) Extending Length of on-bus bicycle storage devices

CCJPA POSITION: SUPPORT

Assemblymember Bloom, the author of AB 3124, is proposing to extend the length of onboard storage racks for bikes on the front of articulated transit buses with lengths less than 60 feet. The CCJPA has seen an increasing shift in access by Capitol Corridor passengers that bring their bikes to the stations or on the Capitol Corridor trains. The actions proposed in AB 3124 align with the CCJPA Board's adopted *Bicycle Access Plan*. As such, the CCJPA Board sent a letter to the Governor requesting his enactment of AB 3124.

Status: Passed by the Senate and Assembly, and enrolled to the Governor for enactment on May 25, 2018

AB 2034 (Kalra) – Human Trafficking Training/Rail Transit Agencies

CCJPA POSITION: SUPPORT

Assemblymember Kalra is the author of AB 2034, a bill that requires all rail transit agencies in the State to have a comprehensive human trafficking training for their respective operations and security staff members. The general specifications on this training will be developed by the CA Department of Justice if AB 2034 is enacted.

Currently, human trafficking awareness signs are posted at Capitol Corridor train stations and Amtrak Police receive training on awareness and prevention of human trafficking. Operations staff (train crews and station agents) currently do not receive such training on human trafficking. Both CCJPA and Amtrak staff have met with the author's staff and have supported the provisions of this bill.

Status: As of May 31, the bill passed the Assembly and in Senate and referred to Comm on Rules for assignment

Federal Legislation

Federal FY 18 Appropriations

The Omnibus FY 18 legislation that was enacted on March 23, 2018 providing an additional \$20B in financial resources. Notably, the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants (formerly known as TIGER) was significantly enhanced from \$500M in FY 17 to \$1.5B, and the three FAST Act discretionary programs, including the Rail Title accounts, specifically CRISI and SOGR discretionary grant programs increased significantly. The bill expands eligibility for the CRISI program to include

commuter railroads, a change from the original FAST Act, and also sets aside \$250M of the \$593M in funds for Positive Train Control (PTC).

Rail Title Accounts	FY 17 Enacted	FAST Act FY'18 Authorized	Final FY 18 Omnibus	vs FY 17 Enacted	vs FY 18 Authorized
Amtrak NEC	\$328M	\$515M	\$650M	+\$322M	+\$135M
Amtrak National Network	\$1.16B	\$1.08B	\$1.29B	+\$0.13B	+\$0.21B
FRA CRISI Grants	\$68M	\$230M	\$593M	+\$525M	+\$363M
FRA SOGR Grants	\$25M	\$175M	\$250M	+\$225M	+\$75M
FRA Restoration Grants	\$5M	\$20M	\$20M	+\$15M	- -

Proposed Federal FY 19 Budget

On February 12, 2018, the President introduced his budget proposal for FY 19. The proposal includes the transferring of management and financial support of the longer distance trains (over 750 route miles) to states, while flat-lining financing for state-supported intercity passenger rail services. Concurrently, the FY 19 appropriations process is well underway on a Congressional level, with input being sought from members on the House side, and outside witness testimony being garnered by the Senate THUD subcommittee. If the process and outcome for the FY 19 federal budget follows the same path as FY 18, the Rail Title appropriations for FY 19 could yield another windfall of capital grants available for state-supported intercity passenger rail agencies. CCJPA staff, working its state IPR agency partners, will continue to work closely with House and Senate appropriations and related rail committee staff to maximize FY 19 appropriations levels for the FAST Act Rail Title accounts.

Notice of Funding Opportunities

The Federal Rail Administration (FRA), as the grantor of the federal FAST Act Rail Title funds, has released a Notice of Funding Opportunity (NOFO) for the following appropriated federal funds:

- FY 17 Consolidated Rail Infrastructure and Safety Improvements (CRISI) [\$65.2M]: Competitive grants to finance improvements to passenger and freight rail services in terms of safety, efficiency, or reliability. PTC and other technology items, as well as rail line relocation, are also eligible for funding. A 50% match is required. Grant applications are due in mid-June 2018. The CCJPA is an eligible applicant and staff is working with CalSTA and Caltrans to determine the best application(s) for the Capitol Corridor and other California passenger rail services.
- FY 18 BUILD TIGER Program: Program was issued by USDOT on April 24th, now referring to the program as the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program, with applications due on July 19, 2018. Project awards are limited to \$25M with a cap on funding of \$150M within any individual state. The program also sets aside \$450M for rural projects.

These federal funding opportunities mark a vast improvement over prior appropriations and represent a confidence in Congress in state-supported IPR services. With the recent allocations of new SB1 revenues, the CA IPR services are strongly positioned to secure CRISI and SOGR accounts as well as BUILD program funds.

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 Authority Board **DATE:** June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: FY 18-19 MARKETING AND COMMUNICATIONS PROGRAM

PURPOSE

For the CCJPA Board to receive an overview and provide direction of the planned FY 18-19 CCJPA Marketing and Communications Plan, and to authorize the activation of Year 2 of a three-year option with the current advertising agency for services to support the CCJPA's FY 18-19 Marketing and Communications Plan.

BACKGROUND

FY 2018-19 Marketing and Communications Plan Overview

The CCJPA's marketing plan for FY 2018-19 will include the following elements:

- Continuance of the current creative advertising campaign to market the Capitol Corridor service from Fall/Winter through Spring/Summer 2019
- Development of promotional and informational materials (e.g., Timetables, posters, video/written content)
- Promotional Partnership Development and Targeted Marketing Campaigns
- Website application development, site enhancement and maintenance
- Social Media, School Group, Employer, Senior, College/University, and other niche marketing
- Customer Experience Enhancements, including Customer Relationship Management software improvements (for tracking/resolution of customer complaints), and onboard enhancements (updated Café Car menus, loyalty programs, etc.)
- Advocacy, Public Relations events and outreach
- Joint Outreach activities and events with local communities, Caltrans, Amtrak and/or partner agencies
- Miscellaneous marketing support, customer retention and outreach activities

For FY 19, CCJPA staff will continue to heavily market to leisure-driven small groups such as families and friends, specifically featuring the Family and Friends 50% offer, college/university students, seniors, as well as other offers to be determined throughout the year.

Renewal of Year 2 with Current Advertising Agency

To maximize cost efficiencies and workflow production, CCJPA is seeking to exercise the option to renew for the second of the three one-year options with the current advertising agency, Creative/MINT with a budget of up to \$400,000 (supported with FY 18 CCRP funds). Activities include: provide full advertising agency services such as creative development, media planning and purchasing, and campaign oversight. Use of the advertising agency will ensure consistency in the application of the current campaign to all advertising channels and will also allow the media purchase budget to be maximized. Additionally, the advertising agency can provide CCJPA support in media purchasing and creative design updates for other marketing opportunities that materialize during the fiscal year. For FY 18, CreativeMINT performed the following for the CCJPA:

- continued theme for Capitol Corridor campaign artwork, "Every Ride Has a Story" to attract off-peak, leisure travelers
- developed "Every Ride Has a Story" microsite and supporting campaign and contest
- created several videos used in social media marketing efforts to tout Capitol Corridor amenities and features
- developed highly targeted advertising media plan that included digital out-of-home billboards, mobile, TV, radio, social media, email, and online advertising.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the CCJPA FY 18-19 advertising services plan for an amount not-to-exceed \$400,000 and to authorize the CCJPA Executive Director or her designee to activate Year 2 of a three-year option with the current advertising agency to support the CCJPA's FY 19 Marketing and Communications Plan.

Motion: The CCJPA Board adopts the attached resolution

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing a One-Year Option on the Contract
For Advertising Services to Support the FY 19 Advertising Campaign

Resolution No. 18-13

WHEREAS, the CCJPA has identified small groups of families/friends and single leisure travelers as target markets for FY 19 (“FY 19 Campaign”) and is developing offers aimed at these groups in its FY 19 Marketing Plan; and

WHEREAS, the FY 19 Campaign will promote off-peak travel aboard trains that have available capacity; and

WHEREAS, the CCJPA seeks to activate the second of a three-year option for the original FY 17 contract with the advertising agency at this time to oversee and execute all aspects of the FY 19 Campaign; and

WHEREAS, the CCJPA has identified a not-to-exceed budget of \$400,000 for the FY 19 Campaign that will be supported FY 18 CCRP funds; and

RESOLVED, that the CCJPA Board does hereby approve the budget for the FY 19 Campaign budget for an amount not to exceed \$400,000;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or her designee to activate Year 2 of a three-year option with the current advertising agency for services to support the CCJPA’s FY 19 Marketing and Communications Plan.

#

ACTION: DATE:		ATTEST:
Ayes:		<hr/> Patricia K. Williams Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: OVERVIEW OF DRAFT FY 18-19 CCJPA BUDGET - OPERATIONS,
ADMINISTRATION, MARKETING

PURPOSE

To provide the CCJPA Board with an overview of the draft FY 18-19 budgets for service operations, marketing and administrative management for the Capitol Corridor service.

BACKGROUND

In preparation for the adoption of the CCJPA FY 18-19 Budget by the CCJPA Board of Directors at the September 19, 2018 meeting, staff has prepared a draft budget [administrative, marketing and operations] for FY 18-19 using the budget adopted from the Business Plan Update.

Capitol Corridor (Train + Connecting Bus)	FY 17-18 Budget	FY 18-19 Budget	Change	Percent Change
Amtrak Contract (a)				
Third Party Costs (Fuel, Host Railroad)	\$ 12,577,000	\$ 11,864,000	\$ (713,000)	-5.7%
Amtrak Operating Costs	\$ 51,582,000	\$ 52,125,000	\$ 543,000	1.1%
Revenues	\$ 33,159,000	\$ 35,300,000	\$ 2,141,000	6.5%
TOTAL-Amtrak Contract (Costs less Revenue)	\$ 31,000,000	\$ 28,689,000	\$ (2,311,000)	-7.5%
CCJPA Marketing	\$ 1,174,000	\$ 1,174,000	\$ -	0.0%
CCJPA Administrative Management	\$ 3,208,000	\$ 5,076,000	\$ 1,868,000	58.2%
General Administrative	\$ 2,134,000	\$ 2,634,000	\$ 500,000	23.4%
BART TIC	\$ 1,074,000	\$ 1,074,000	\$ -	0.0%
WiFi Management	\$ -	\$ 1,368,000	\$ 1,368,000	-
TOTAL CCJPA BUDGET	\$ 35,382,000	\$ 34,939,000	\$ (443,000)	-1.2%

(a) Assumes current service levels (30 weekday trains and 22 weekend trains) for FY 16-17.

Administrative and Marketing: The administrative/marketing budget will fund the administrative support of the CCJPA Board and the management of the Capitol Corridor service. The FY 18-19 budgets for Marketing and BART Telephone Info Center remain the same as the FY 17-18 budget amounts. The CCJPA is requesting increases in its Administrative Budget: (1) \$500,000 for added staff (increased capital investments/projects, database analytics to track service performance, and customer service activities previously performed by Amtrak) and (2) \$1.368 million to manage the third-party onboard WiFi services on behalf of the three CIPR routes (see agenda item V.2)

Operations: The total Amtrak net operating budget is projected to be \$31,257,000, a \$2.311 million decrease [-7.5%] vs. the FY 18 Amtrak contract budget of \$31,000,000. This decrease in net operating expenses is due to increased ridership and revenues and decrease in overall route expenses (i.e. reduced fuel and transfer of WiFi management to CCJPA).

Although the CCJPA's administrative management budget will increase by \$1.868 million, the total CCJPA FY 18-19 budget is expected to decrease by \$443,000 or -1.2% compared to the CCJPA's total FY 16-17 budget. Any changes to the CCJPA's operating budget will be presented for adoption of the CCJPA FY19 Budget at the September 19, 2018 CCJPA Board meeting.

RECOMMENDATION

For information and discussion.

CCJPA June 20, 2018 Board Agenda Packet

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board
DATE: June 1, 2018

FROM: David B. Kutrosky
 Managing Director

SUBJECT: OVERVIEW OF PASSENGER COMMUNICATIONS: SERVICE INCIDENTS; ON-BOARD ETIQUETTE; TRANSIT CONNECTIVITY

PURPOSE

As a follow up to the September 20, 2017 meeting, staff will provide the CCJPA Board with an update on the CCJPA's Passenger Communications Program including service incidents, on-board etiquette, and transit connectivity for the Capitol Corridor service.

BACKGROUND

Staff will present an overview of improvements made to the communication protocols between Amtrak, CCJPA, and Capitol Corridor passengers during service disruptions. A summary of outreach efforts made regarding On Board Etiquette will also be provided. Staff will also present an overview of Transit Connectivity during service incidents.

Service Incidents

- Communications to Public-Facing Channels: CCJPA staff met with Amtrak Oakland Operations Center staff to review and update protocols, procedures, and content related to subscription-based (email/text) service alerts. Service Alerts information from Amtrak Operations is immediately cross-posted to the Capitol Corridor website.
 - Alerts sent out from Amtrak Operations has been expanded to 5am – 9pm Mon-Fri. Previously, alerts were only officially transmitted from 7am-9pm.
 - Additionally, these alerts are now all cross-posted to social media channel Twitter automatically, reaching a broader audience.
 - CCJPA staff worked with Amtrak Operations Center Staff to update the template language for the alerts, allowing for more descriptive and consistent information to be released.
 - CCJPA staff also reviewed procedures and resources for Amtrak Operations staff, troubleshooting some minor technical issues to ensure consistent distribution of service alerts.
 - Staff established protocol for Amtrak Operations staff to seek back-up assistance from CCJPA staff to ensure continuous transmissions of service advisories

On-Board Etiquette

- One Ticket, One Seat: To raise awareness of the Capitol Corridor's "One Ticket, One Seat" policy and improve access to seating for all passengers, CCJPA staff worked with Amtrak to ensure all conductors were aware of the policy and how to inform passengers about it. Together with Amtrak, CCJPA staff created an in-person, on-board presence to inform passengers of the policy. Reminders about the policy were emailed to subscribers and shared via social media channels. Trains were restocked with the Capitol Corridor Ride Guide which states the policy in writing.
- Courtesy Campaign: CCJPA marketing staff developed new artwork to communicate the "One Ticket, One Seat," "See Something, Say Something", and "Keep Shoes Off Seats" messages, among other related courtesy notices. This artwork will be utilized in on-board and at-station posters, on social media channels and on the Capitol Corridor website.

Transit Connectivity

- **Service Disruptions:** Unforeseen service disruptions have a negative impact to our customers. At the start of every incident, one of the first steps that are taken is to ascertain if the incident location is accessible by bus or train. Certain locations along the Capitol Corridor route are not accessible by bus and/or location of the railroad consist of single main track, which makes it impossible to perform a train to train or train to bus transfer. The number of passengers that are on the affected trains are also considered, due to the limited number of buses that can be used to perform a bus bridge. Trains that are affected by the incident are instructed to hold, if possible, at passenger stations. This will allow passengers to transfer to one of our transit partners, such as BART, ACE, San Joaquins, Amtrak California Zephyr and Starlight, VTA, AC Transit, County Connection or other agencies along the Capitol Corridor route who will assist in service recovery. CCJPA and Amtrak have also taken advantage of Lyft and/or Uber services when a train has a very low passenger count. After every incident, CCJPA and Amtrak perform an after action debrief to ascertain, if there are lessons learned opportunities to improve our future incident responses.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: June 20, 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 in the chart below.

RECOMMENDATION

For information and discussion.

LISTING OF ACTIVE CCJPA or CCJPA PARTNER LED CAPITAL PROJECTS (June 2018)

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 (Jun-19)	\$ 781,000	June-19
Travel Time Savings Project	Various track upgrades to reduce Capitol Corridor running times by up to 10 minutes over corridor (schedule executed late 2018)	\$ 14,800,000	June-18
Capitalized Maintenance 2017/2018	Continues track maintenance for State of Good Repair Program to maximize on-time performance	\$ 1,000,000	December-18
Station Safety and Informational Signage	Installing informational/safety signs at select stations	\$ 650,000	Completed Apr-18
Security Cameras at Unstaffed Stations	Security cameras for Rocklin, Roseville, and Suisun stations	\$ 1,260,000	June-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	August-18
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
Replace/Upgrade Passenger Information Display System	Provide components for improved passenger train arrival/alerts via all communication channels including signs, servers, data, software.	\$ 1,260,529	June-20
ROW Safety/Security	Annual funding to support UP in ROW clean-up including vegetation removal, clean-up and encampment relocation.	\$ 2,250,000	Dec-18 (Initial Phase)
Signal Replacement/Upgrade	Replace outdated signal systems to reduce signal system interruptions and delays.	\$ 1,900,000	June-18 (Initial Phase)
CCJPA LED PROJECT TOTAL		\$ 105,761,529	

CCJPA Service Partner Led Projects

Project Name	Project Description/Benefits	Cost	Projected Completion
Northern California Intercity Passenger Rail Fleet			
- 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 2018, install thru 2019
CCJPA PARTNER LED PROJECT TOTAL		\$ 88,700,000	

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Date: June 12, 2018
From: David B. Kutrosky
To: CCJPA Board
Subject: Managing Director's Report – June 2018

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (June 20, 2018 Meeting)

PURPOSE

To provide a report on work completed up to the June 20, 2018 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Annual Business Plan Update (FY 2018-19 – FY 2019-20). Pursuant to CCJPA Resolution 18-07, the CCJPA Board adopted the FY 2018-19 – FY 2019-20 Business Plan Update at its February 14, 2018 meeting. After making some slight editorial revisions (revision to the Capital Improvement Program based on recent allocation awards of SB 1 funds and updates on PTC installation) and minor adjustments to the Amtrak forecasts, staff completed the business plan update and submitted it to the Secretary of California State Transportation Agency on June 8, 2018.
- b. Station Signage. BART's contractor has completed installation of the improved informational signage at selected Capitol Corridor stations. These glass-front display signs now display train schedules, safety and other pertinent information, following the signage standard adopted at the September 2015 meeting.
- c. May 7, 2018 Timetable Update. On May 7, 2018, Capitol Corridor published updated schedules to reflect a number of changes to connecting buses that took place this spring, as well as some minor changes to select trains. The majority of changes were a result of the San Joaquins schedule change which took place the same day, as well as seasonal changes to select bus routes. Notices and schedules were updated on the website, including train platform and bus stop info post signs. Capitol Corridor printed schedule brochures for distribution on board trains and at staffed stations.
- d. Marketing and Communications Activities (February – June 2018): The following work has been completed as part of the CCJPA's FY2017-18 Marketing and Communications Programs:
 - Advertising:
 - Currently promoting the Buy One Get One (BOGO) Saturdays offer to boost weekend ridership. Email advertising has already resulted in the BOGO page becoming the top-visited page on our website.
 - As part of the spring "Every Ride Has a Story" campaign, we are running a prize drawing for train trips in exchange for passenger story testimonials, on www.capitolcorridorstories.com
 - Seniors Ride Half Off Midweek is also currently in effect through end of June
 - Publications and Promotions:
 - Completed May 7, 2018 Timetable change

- Oakland A's –partnership elements for the 2018 season began including 25% discount; arranged for late train to serve the April 17 50th Anniversary game
- Developed posters to promote Café Car service within stations and at platforms
- PIER 39 Tulipmania – promotional partnership via social media included a trip giveaway
- Launched Capitol Corridor schedules on Amazon's Alexa Voice platform
- Events/Media Relations/Customer Communications:
 - Bike to Work Day Events – Held “Cappy Hour” events on board to celebrate Bike to Work Day, participated in Capitol Bike Fest in Sacramento, sponsored Chinook Book giveaway of Bike to Work Day.
 - Created 10% May discount on all fares, due to sustained delays over the past several months
 - Held a LaCroix Sparkling Water themed “Cappy Hour” to introduce the new beverage to riders
 - Participated in the Fairfield-Vacaville Grand Opening Event on April 19th
 - Courtesy Campaign – coordinated with advertising agency to develop courtesy campaign to address “See Something, Say Something”, “One Ticket, One Seat”, and “Keep Shoes off Seats” messages. Campaign elements (on board posters, social media, emails, etc.) expected to launch late June 2018.
 - Service Alert Improvements: Collaborated with Amtrak Operations staff to expand cross-publication to Twitter, update service alert language, provided refresher training to address user issues, developed an FAQs document for reference

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: June 12, 2018

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (June 20, 2018 Meeting)

PURPOSE

To provide an update on work in progress up to the June 20, 2018 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. CCJPA Sacramento-Roseville 3rd Track Project Phase 1. The design consultant has begun work on the final design of this Phase I project, with the 10% design plans expected in June 2018. The Union Pacific Railroad (UPRR) has begun providing design support, and will also complete the railroad signal design plans later in the design phase. At present, the design is expected to be completed in late 2020. Following the completion of the design and then construction of the improvements, this Phase I project will permit the addition of two round trips daily between Sacramento and Roseville.
- b. State Rail Assistance Funded Projects. Using the funds provided by the State of California under SB 1, the Capitol Corridor has begun several improvement projects. Working with the UPRR, two projects are underway. One project will improve the reliability of the railroad signal system, which will help avoid episodic delays to Capitol Corridor trains in the future. This project is expected to be complete in the summer of 2018, and will be followed by other similar reliability improvement projects on the railroad signal system for the life of the funding. Another project will sponsor a permanent right-of-way (ROW) abatement crew on the UPRR to improve safety and security. This crew will remove debris and encampments, install and repair security fencing, and construct access deterrents to help reduce trespassing and related incidents. This work should further help improve Capitol Corridor on-time performance. The work crew is expected to begin work in June 2018.
- c. Positive Train Control Update (PTC). The CCJPA is nearing the initial launch of including PTC operation of Capitol Corridor trains. UPRR has completed its installation of trackside PTC along the section of track used by the Capitol Corridor trains (Auburn-Santa Clara) and Amtrak has installed and federated its Back-Office Server (BOS) that will communicate the location of Amtrak-operated trains with the various host railroad dispatch centers, including the UPRR facility in Omaha, NE. The last remaining work effort is for Amtrak to test and complete the commissioning of the PTC hardware (electronic equipment) on the state-owned Northern California rail vehicles (locomotives and cab control cars), which is estimated to be completed in phases between June and October 2018. This schedule can likely allow the initial launch of PTC-enabled Capitol Corridor trainsets to begin operating in late June or early July 2018, meeting the Congressional deadline of December 31, 2018 for the operation of PTC for the nation's passenger railroad services, Caltrain has installed its trackside PTC system and tested its BOS and recently has begun installing onboard PTC equipment on its train sets.

- d. Station Platform Security Upgrades. Amtrak has continued installation of security cameras at the Auburn, Rocklin, Roseville and Suisun stations. In addition, Amtrak has continued installation of lighting and a wayside power system at the Auburn layover site. Completion of these projects is expected by the end of summer 2018.
- e. Bicycle Access Plan Implementation. The installation of secure electronic bicycle lockers at all stations was completed in December 2017. Other initiatives underway by CCJPA staff include continuing to develop and refine the folding bicycle rental service project; the gradual installation of new angled bike racks to increase onboard bike storage capacity; and completion of design for updated bike storage on two Amtrak Superliner cars in the Capitol Corridor service rotations, with prototype testing expected to be complete by the end of August 2018.
- f. On-Board Information System (OBIS) Project. OBIS is an automated messaging/information system that replaces analog audio systems with digital audio and introduces video in the train in a manner that meets Americans with Disabilities Act (ADA) standards. Passengers will have visual journey updates for the next and upcoming stations aligned with audio messages. In April 2018, the test bench deployment of OBIS passed its final acceptance milestones. As a result of passing this milestone, the test bench was decommissioned, shipped, and delivered to the Oakland Maintenance Facility for prototype installation on the OBIS prototype test consist. This consist will operate between Auburn and Oakland (San Jose on the weekends). Installation has started and it will be placed in revenue service for additional testing before advancing to the next phase of installation across the Intercity Passenger Rail (IPR) fleets in California. The CCJPA is developing a customer awareness/messaging approach with the OBIS testing team to advise passengers about the prototype test.

Timing for final installation, however, may be affected by resolution of a contract dispute between Caltrans and Amtrak. CCJPA is closely monitoring and staying engaged in the possible resolutions to the Caltrans and Amtrak contract delivery disputes.

- g. CCJPA Renewable Fuels Pilot Program. - 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 or equipment damage.

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. CCJPA and Caltrans are in discussions with Cummins (manufacturer of the Charger locomotive engines) to determine if testing RD will have no impact on the Charger warranty. If approved by Cummins, RD fuel will be tested on 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.

- h. Proposed Extension of Capitol Corridor Trains to Salinas - Transportation Agency for Monterey County (TAMC), who is the project sponsor for the Salinas train service extension, received additional funding sources for the next five years, which includes the rail extension to Salinas. (Kick Start capital improvements). TAMC has renewed discussions with Caltrain to provide rail service.
- i. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY 2017-18 Marketing Programs:
 - Advertising:
 - Agency is managing elements of the spring “Every Ride Has a Story” campaign.

- Print and Digital Communications:
 - Updating Timetable templates and starting production for August timetable
 - Updating Café Car menu brochures for upcoming July 1 menu change. Select menu posters will be changed to evergreen messaging to reduce labor and production costs as we research more efficient means to communicate menu availability. Brochures will be updated and distributed on board, and passengers may also view the current menu on our website or the onboard Wi-Fi page
 - Coordinating with other California JPAs on transition of onboard Wi-Fi pages away from Amtrak branding to locally branded versions
- Promotions:
 - Pursuing new Veteran’s discount with other JPAs for the California routes; still exploring partnership with AAA to replace the now-discontinued Amtrak discount
 - Developing a new College/University Marketing/Outreach plan for summer/fall implementation
- Media Relations/Customer Communications:
 - Planning for Rail Safety Month in September – collaborate with other JPA’s and Operation Lifesaver on activities
 - Participating with other agencies on wayfinding signage for Transbay Terminal

RECOMMENDATION

For information only