



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS
Wednesday, September 21, 2022 | 10:00 a.m.**

This meeting will be held virtually.

Participants may join the CCJPA Board Meeting as follows:

- Call 1-833-548-0282 (Toll Free) and enter access code 898 6415 2001; *or*
- Log into Zoom.com and enter access code 898 6415 2001; *or*
- Type the Zoom link (<https://us06web.zoom.us/j/89864152001>) into your web browser.

The Board Meeting may be viewed live at www.capitolcorridor.org/ccjpa-board.

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

Public comments may be submitted via the following methods:

1) Written comments:

- Send via email to ccjpaboard@capitolcorridor.org.
- Indicate “Public Comment” as the subject line.
- Please submit your comments as far in advance as possible. Emailed comments received by 3:00 pm on Tuesday, September 20th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*

2) Verbal comments:

- Call 1-833-548-0282 (Toll Free), enter access code 898 6415 2001, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; *or*
- Log into Zoom.com, enter access code 898 6415 2001, and use the raise hand feature; *or*
- Join the Board meeting via the Zoom link (<https://us06web.zoom.us/j/89864152001>) and use the raise hand feature.

Public comment is limited to two minutes per person, per item.

AGENDA

- | | | |
|------|--|---------------|
| I. | Call to Order | |
| II. | Roll Call and Pledge of Allegiance | |
| III. | Report of the Chair | |
| IV. | Consent Calendar | <i>Action</i> |
| | 1. Approve Continuation of Virtual Meetings During the COVID-19 Pandemic | |
| | 2. Approve Minutes of the June 15, 2022 Meeting | |
| | 3. Approve 2023 CCJPA Board of Directors Meeting Schedule | |
| | 4. Approve Union Pacific Railroad Agreement for Right-of-Way Safety & Security Program | |
| | 5. Authorize Agreement for Emissions Testing on F59s Funded by the California Department of Transportation Division of Rail and Mass Transit (Caltrans DRMT) | |
| V. | Action and Discussion Items | |
| | 1. CCJPA Fiscal Year 2022-23 Service Restoration & Budget Authorization | <i>Action</i> |
| | 2. Approve AT&T Managed Services Contract for California Passenger Information Display System (CalPIDS) | <i>Action</i> |
| | 3. Capital Projects Update – Link21 | <i>Info</i> |

- | | | |
|------|--|---------------|
| | 4. Legislation and Funding Update – State and Federal | <i>Action</i> |
| | 5. Managing Director’s Report | <i>Info</i> |
| | 6. CCJPA Project and Program Updates | <i>Info</i> |
| | a. Marketing and Communications Activities | |
| | b. Sacramento to Roseville Third Track Phase One | |
| | c. Davis Crossover and Signal Replacement | |
| | d. Stege Crossover and Signal Upgrade | |
| | e. Agnew Siding | |
| | f. California Integrated Travel Project (CalITP) Minimum Viable Product (MVP) | |
| VI. | Board Director Reports | |
| VII | Public Comments | |
| VIII | Closed Session | |
| | 1. Conference with Legal Counsel | |
| | Existing Litigation (Name of case: Capitol Corridor Joint Powers Authority v. City of Oakland, et al. Case No. 22CV009309 [Related to Case No. 22CV009325 and Case No. 22CV009330] | |
| | Government Code Section 54956.9(d)(1) | |
| | 2. Public Employee Performance Evaluation | |
| | Title: Managing Director | |
| | Government Code Section: 54957 | |
| IX. | Open Session | |
| | 1. Announcement from Closed Session, if any | |
| X. | Adjournment. Next Meeting Date: 10:00 a.m., November 16, 2022 – Location TBD | |

The CCJPA Board reserves the right to take action on any agenda item. Consent calendar items are considered routine and will be enacted, approved, or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 16, 2022

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Authorize Continuation of Virtual Meetings During the COVID-19 Pandemic

PURPOSE

For the CCJPA Board to take necessary actions under Assembly Bill (AB) 361 to continue to hold virtual Board of Directors meetings during the pandemic as authorized by law in accordance with Government Code Section 54953(e) and other applicable provisions of the Ralph M. Brown Act.

BACKGROUND

At the November 17, 2021, CCJPA Board of Directors meeting, the CCJPA Board authorized under the continuation of virtual Board meetings pursuant to AB 361 (Resolution 21-24). At the September 21, 2022, meeting, the CCJPA staff is requesting authorization from the CCJPA Board to utilize the provisions enacted by AB 361 to continue to meet remotely with teleconferenced meetings during a proclaimed emergency as authorized by law in accordance with Government Code Section 54953(e) and other applicable provisions of the Ralph M. Brown Act.

AB 361 was signed into law on September 17, 2021 and allows for fully virtual board meetings during a state of emergency. AB 361 amends Section 54953 of the Brown Act to allow virtual board meetings through January 1, 2024, in any of the following circumstances:

1. The legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing.
2. The legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.
3. The legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

These circumstances allow agencies to hold entirely virtual board meetings during the current pandemic, while California is in a proclaimed state of emergency. The previous teleconference rules under the Brown Act also remain in place but are not as flexible.

Most importantly, in order to continue to hold virtual meetings when a state of emergency remains active, the board must make findings every 30 days that 1) the board has reconsidered the circumstances of the state of emergency and 2) the state of emergency continues to directly impact the ability of the members to meet safely in person or state or local officials continue to impose or recommend measures to promote social distancing.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorizes the legislative and subordinate legislative bodies to utilize the provisions enacted by AB 361 to meet remotely with teleconferenced meetings during a proclaimed emergency as authorized by law in accordance with Government Code Section 54953(e) and other applicable provisions of the Ralph M. Brown Act.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing
the CCJPA's legislative and subordinate
legislative bodies to utilize the provisions
enacted by AB 361 to meet remotely
with teleconferenced meetings
during a proclaimed emergency as
authorized by law in accordance with
Government Code Section 54953(e)
and other applicable provisions of the
Ralph M. Brown Act.

Resolution No. 22-24

WHEREAS, meetings of the Capitol Corridor Joint Powers Authority (CCJPA) are subject to the provisions of the Ralph M. Brown Act ("Brown Act"), the State's local agency public meeting law (Cal. Gov. Code 54950-549630, to ensure that the public can attend, watch, be informed about, and participate in the affairs of the CCJPA as its legislative bodies conduct their proceedings; and

WHEREAS, the arrival of the COVID-19 pandemic in 2020 brought shelter-in-place orders from public health officials, which prohibited the normal congregation of public officials and members of the public to meet in the manner contemplated by the Brown Act; and

WHEREAS, this condition caused Governor Newsom to issue Executive Orders N-25-20, N-29-20, and N-35-20 that collectively modified certain requirements of the Brown Act to permit remote participation in public "virtual meetings" while still facilitating genuine "safe" public participation and governmental transparency; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which rescinds the aforementioned modifications made to the Brown Act, effective September 30, 2021, after which local agencies are required to observe all the usual Brown Act requirements as they existed prior to the issuance of the Governor's Executive Orders; and

WHEREAS, Assembly Bill 361, introduced in February 2021 and passed on September 10, 2021, provides local agencies with the ability to meet remotely during gubernatorially proclaimed "state emergencies" under modified Brown Act requirements in a manner akin to the Governor's Executive Orders; and

WHEREAS, the State has authorized the continuation and/or resumption of such remote teleconferencing upon meeting certain established criteria and conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code Section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the State caused by conditions as described in Government Code Section 8558; and

WHEREAS, a proclamation is made when there is an actual incident, threat of disaster, or extreme peril to the safety of persons and property within the jurisdictions that are within the CCJPA's boundaries, caused by natural, technological, or human-caused disasters; and

WHEREAS, it is further required that state or local officials have imposed or recommended measures to promote social distancing, or the legislative body meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, such conditions now exist along the Capitol Corridor route, specifically a state of emergency has been proclaimed due to the continuing effects of COVID-19 and its variants, which present an imminent risk to the health and safety of public meeting attendees, which has continued since the Governor's Proclamation of a state of emergency on March 4, 2020, to the present day; and

WHEREAS, Federal, State, and local health officials recognize that social distancing measures are still one of the most effective means of addressing the imminent risk to health and safety of public meeting attendees during the current state of emergency; and

WHEREAS, the Board of Directors does hereby find that COVID-19 and its variants have caused, and will continue to cause during the Governor's proclaimed state of emergency, conditions of peril to the safety of persons within the Capitol Corridor route that are likely to be beyond the control of services, personnel, equipment, and facilities of the Capitol Corridor and its Managing Agency, and

WHEREAS, the Board of Directors desires to proclaim a local emergency and ratify the proclamation of the state of emergency by the Governor of the State of California, and

WHEREAS, AB 361 addresses "meetings of a legislative body of a local agency as those terms are defined," and Government Code Section 54952 defines "legislative body" to include subordinate legislative bodies, and

WHEREAS, as a consequence of the local emergency, the legislative and subordinate legislative bodies of the District may be directed to conduct their meetings without compliance with paragraph (3) of subdivision (b) of Government Code Section 54953, as authorized by subdivision (e) of Section 54953 with the further directive that such legislative and subordinate legislative bodies shall comply with the requirements to provide the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of Section 54953; and

WHEREAS, all appropriate measures are otherwise being taken to ensure public participation and public access to the CCJPA's Brown Act governed meetings, including the swift resolution of any remote meeting disruption (e.g., a public comment line unexpectedly disconnects, a meeting agenda was sent out with the incorrect web link or dial-in information, the agency's internet connection is interrupted, etc.) before proceeding to take further action on items appearing on a meeting agenda; and

WHEREAS, these appropriate measures include allowing the public an opportunity to provide public comment directly - that is, live and at any point prior to public comment being

officially closed during a public meeting (although comments may also be made in advance of a meeting indirectly, orally, written, or otherwise); and

NOW, THEREFORE, BE IT RESOLVED that the CCJPA Board of Directors does hereby resolve as follows:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Proclamation of Local Emergency. The Board hereby proclaims that a local emergency now exists throughout the Capitol Corridor route, and social distancing still appears necessary in order to avoid face-to-face in-person meetings from presenting an imminent risk to the public health of the community.

Section 3. Ratification of the Governor's Proclamation of a State of Emergency. The CCJPA Board hereby ratifies the Governor of the State of California's Proclamation of a State of Emergency, effective as of its issuance date of March 4, 2020.

Section 4. Remote Teleconference Meetings. The Executive Director and legislative and subordinate legislative bodies of the CCJPA are hereby authorized and directed to take all actions necessary to carry out the intent and purposes of this Resolution including, conducting open and public meetings in accordance with Government Code Section 54953(e) and other applicable provisions of the Brown Act.

Section 5. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until or such time the Board of Directors adopts a subsequent resolution in accordance with Government Code Section 54953(e)(3) to extend the time during which the legislative and subordinate legislative bodies of the CCJPA may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

#

ACTION: DATE:		ATTEST:
Ayes:		<hr/> April B. A. Quintanilla Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors

DRAFT - Minutes of the 129th Meeting

June 15, 2022

The 129th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, June 15, 2022, via teleconference, pursuant to all necessary findings having been made by the Board of Directors of the Capitol Corridor Joint Powers Authority (for itself as well as all subordinate legislative bodies) to continue remote public meetings in the manner contemplated under urgency legislation Assembly Bill No. 361. Chair Don Saylor presided; April B. A. Quintanilla, Acting Recording Secretary.

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

II. Roll Call and Pledge of Allegiance.

Directors present: Don Saylor, Yolo County Transportation District (YCTD); Bevan Dufty, San Francisco Bay Area Rapid Transit District (BART); Bruce Houdesheldt, Placer County Transportation Planning Agency (PCTPA); Sudhanshu Jain, Santa Clara Valley Transportation Authority (SCVTA); John McPartland, BART; Harry Price, Solano Transportation Authority (STA); Robert Raburn, BART; Rebecca Saltzman, BART; Jim Spering, STA; and Alice Dowdin Calvillo (PCTPA).

Directors absent: Raul Peralez, SCVTA; Debora Allen, BART; Jeff Harris, Sacramento Regional Transit District (SRTD); Jim Holmes, PCTPA (alternate attended in stead); Janice Li, BART; and Steve Miller, SRTD.

Director Lucas Frerichs, YCTD, entered the Meeting later.

III. Report of the Chair. Chair Saylor gave instructions for watching the meeting and accessing presentation materials online, Public Comment, and Board Member participation. Chair Saylor reported that Vice Chair Peralez and Robert Padgett, Managing Director, worked with Robert Powers, General Manager, to create an opportunity for the CCJPA Board of Directors to provide performance feedback to the Managing Director and outlined the performance evaluation process for the Managing Director.

Director Frerichs entered the Meeting.

IV. Consent Calendar.

Director Raburn requested that Item IV.5, Authorize Funding for Marketing, Communications, Database Development, and Customer Care Support for California Integrated Travel Project (CalITP) Minimum Viable Product (MVP), be removed from the Consent Calendar.

Director Frerichs moved adoption of Item IV.1, Resolution No. 22-17, In the Matter of Authorizing the District's legislative and subordinate legislative bodies to utilize the provisions enacted by AB 361 to meet remotely with teleconferenced meetings during a proclaimed emergency as authorized by law in accordance with Government Code Section 549853(3) and other applicable provisions of the Ralph M. Brown Act;

IV.2, Approve Minutes of the April 20, 2022 Meeting; Item IV.3, Resolution No. 22-18, In the Matter of Authorizing a Funding Exchange Agreement for \$25,000,000 to Support the Sacramento to Roseville Third Main Track (Phase One) Construction Phase; Item IV.4, Resolution No. 22-19, In the Matter of Authorizing a CCJPA Operations Funding to Support the Development of Version 1.0 of a Communications and Database tool for Consist Planning; Item IV.6, Resolution No. 22-21, In the Matter of Authorizing an Agreement for a Not-To-Exceed Amount of \$125,000 For the Development of a Financial Database to Support the California Integrated Travel Project (CalITP) Minimum Viable Project (MVP). Director Saltzman seconded the motions, which carried by unanimous roll call vote. Ayes: 11 – Directors Saylor, Dufty, Frerichs, Houdesheldt, Jain, McPartland, Price, Raburn, Saltzman, Spering, and Dowdin Calvillo. Noes: 0. Absent: 5 – Directors Perez, Allen, Harris, Li, and Miller.

Item IV.5, Authorize Funding for Marketing, Communications, Database Development, and Customer Care Support for California Integrated Travel Project (CalITP) Minimum Viable Product (MVP), was discussed.

Director Houdesheldt moved adoption of Item IV.5, Resolution No. 22-20, In the Matter of Authorizing Funding for \$535,000 to support the Marketing, Communications, Database Development, and Customer Care activities for California Integrated Travel Project (CalITP) Minimum Value Project (MVP). Director Raburn seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saylor, Dufty, Frerichs, Houdesheldt, Jain, McPartland, Price, Raburn, Saltzman, Spering, and Dowdin Calvillo. Noes: 0. Absent: 5 – Directors Perez, Allen, Harris, Li, and Miller.

V. Action and Discussion Items.

1. Authorize Fiscal Year (FY) 2022-2023 Marketing & Communications Plan and Advertising Contract. Priscilla Kalugdan, Manager of Capitol Corridor Marketing and Communications, presented the item, highlighting FY22 marketing activities; details of the FY23 Marketing & Communications Plan, including advertising, social media, market segmentation, promotional partnerships, fare offers, and public relations; and the requested Board action.

The item was discussed.

Mike Barnbaum addressed the Board.

Director Houdesheldt moved adoption of Resolution No. 22-22, In the Matter of Authorizing the Activation of Year 3 of a Three-Year Option with the current advertising agency for services to support the CCJPA's FY 2022-23 Marketing and Communications Plan. Director Raburn seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saylor, Dufty, Frerichs, Houdesheldt, Jain, McPartland, Price, Raburn, Saltzman, Spering, and Dowdin Calvillo. Noes: 0. Absent: 5 – Directors Perez, Allen, Harris, Li, and Miller.

2. Authorize Funding for Fare Analysis Study. Managing Director Padgett and Jim Allison, Manager of Planning, presented the item, highlighting the "open loop" payment system, changed trip purposes, reduced cost of fare collection under the "open loop" payment system, the requested Board action, and examples of potential study areas related to fares and fare products.

The item was discussed.

Mike Barnbaum addressed the Board.

Director Raburn moved adoption of Resolution No. 22-23, In the Matter of Authorizing up to \$200,000 in CCJPA Operations funding to Support a Fare and Fare Product Study for CCJPA Which Build from

the Initial Minimum Viable Product (MVP) Trial Conducted as Part of the California Integrated Travel Project (Cal-ITP). Director Dowdin Calvillo seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saylor, Dufty, Frerichs, Houdesheldt, Jain, McPartland, Price, Raburn, Saltzman, Spering, and Dowdin Calvillo. Noes: 0. Absent: 5 – Directors Perez, Allen, Harris, Li, and Miller.

3. Solano Rail Hub Draft Project Study Report (PSR) Update. Managing Director Padgett, Kathrina Gregana, Assistant Planner, Solano Transportation Authority, and Dave Kutrosky, DBK Advisory Services, presented the item, highlighting the Solano Rail Hub Project, the purpose of the Phase I report, the South and North platform access concepts, the profile view of concept alternatives, report review/approval, and next steps.

The item was discussed.

Mike Barnbaum and Doug Kerr addressed the Board.

4. Capital Projects Update. Managing Director Padgett and Joel Cox, Manager of Civil and Structural Engineering, presented the item, highlighting updates on the Stege Crossover and Signal Project, the Davis Crossover and Signal Project, and Davis Station Improvements, and future publicity events for projects.

The item was discussed.

5. Legislation and Funding Update – State and Federal. Managing Director Padgett presented the item, highlighting the Fiscal Year 2022-23 California State Budget May Revise, Governor Gavin Newsom’s Free Fares Program, the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding allocation to the Alameda County Transportation Commission (ACTC), and CCJPA’s unsuccessful application for CRISI funding, CCJPA staff’s plan to apply for future funding, the potential inclusion of the Agnew (Santa Clara Siding) Project in the Fiscal Year 2023 federal appropriations bill sponsored by Senator Alex Padilla, and the CCJPA tour with Amit Bose, Federal Railroad Administration Administrator.

The item was discussed.

6. Managing Director’s Report. Managing Director Padgett reported on the California Environmental Quality Act (CEQA) lawsuit, ridership, Fiscal Year 2022 service performance, trespasser fatalities, the fencing survey of the terrain between Oakland and San Jose, the comparison of the rider return to office survey results from 2021 and 2022, service levels, and challenges to maximizing service levels.

The item was discussed.

7. CCJPA Project and Program Updates. Managing Director Padgett included the presentation of this item with the presentation of Item V.6.

Chair Saylor invited questions from the Board. No questions were received.

Mike Barnbaum addressed the Board.

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

VII. Public Comments. Chair Saylor invited comments from the public. No comments were received.

VIII. Adjournment. The Meeting adjourned at 11:54 a.m. Next Meeting Date: 10:00 a.m., September 21, 2022.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 16, 2022

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: 2023 CCJPA Board of Directors Meeting Schedule

PURPOSE

For the CCJPA Board to adopt the Capitol Corridor Joint Powers Authority Board of Directors' meeting schedule during Calendar Year 2023.

BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2023. Given the change in the approach to allow for remote participation by the public and the resulting technical requirements that come with such an approach, the proposed schedule alternates between two locations that offer a high level of technical support. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	*Proposed Location
February 15, 2023	10:00 am	Oakland, BART Headquarters **Business Plan Adoption
April 19, 2023	10:00 am	Suisun, Solano Transportation Authority
June 21, 2023	10:00 am	Oakland, BART Headquarters
September 20, 2023	10:00 am	Suisun, Solano Transportation Authority
November 15, 2023	10:00 am	Oakland, BART Headquarters

*Due to the health concerns related to COVID-19, locations will be confirmed when permissible.

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

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the 2023 Capitol Corridor Joint Powers Authority Board of Directors meeting schedule.

Motion: The CCJPA Board adopts the attached meeting schedule.



2023 CCJPA Board of Directors Meeting Schedule -DRAFT-

Date	Time	*Proposed Location
February 15, 2023	10:00 am	Oakland, BART Headquarters **Business Plan Adoption
April 19, 2023	10:00 am	Suisun, Solano Transportation Authority
June 21, 2023	10:00 am	Oakland, BART Headquarters
September 20, 2023	10:00 am	Suisun, Solano Transportation Authority
November 15, 2023	10:00 am	Oakland, BART Headquarters

*Due to the health concerns related to COVID-19, meetings are currently being held virtually only, which temporarily modifies Brown Act requirements. Meetings will be conducted in-person, virtually via Zoom, and via teleconference when safety and health conditions allow. Members of the public will be allowed to attend in-person at the primary meeting location, virtually via Zoom and participate in-person at any teleconference locations.

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

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: September 21, 2022

FROM: Robert Padgett, Managing Director, CCJPA

SUBJECT: CCJPA/Union Pacific Railroad Right-of-Way (ROW) Safety & Security Maintenance Program

PURPOSE

For the CCJPA Board to authorize a \$6.38 million budget for a three-year Right-of-Way (ROW) Safety & Security Program and a three-year agreement with the Union Pacific Railroad to enhance ROW safety and security, reduce trespasser incidents, and improve service reliability.

BACKGROUND

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

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

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

The estimated cost to support the continuance of the ROW Safety and Security Maintenance program is \$6.38 million for a three-year program which includes CCJPA project labor

expenditures and agreement with UPRR to maintain and enhance the ROW. Staff has secured State Rail Assistance (SRA) Cycle 1 funding to support this effort and SRA Cycle 2 funding is currently pending approval from the California State Transportation Agency (CalSTA) to support the ROW safety enhancement program. As well, Minor Capital funds have been approved by the California Department of Transportation (Caltrans) Division of Rail and Mass Transit (DRMT) to fund the purchase of fencing materials under the UPRR agreement.

Today, staff is requesting the CCJPA Board's approval of a budget of \$6.38 million budget to support the three-year Right-of-Way Safety and Security Maintenance program and a \$5.73 million contract with UPRR, contingent upon the approval of the SRA Cycle 2 funding.

Fund Source	Amount
State Rail Assistance - Cycle 1	\$ 2,001,500.00
State Rail Assistance - Cycle 2 (pending)	\$ 4,200,000.00
Minor Capital Funding	\$ 180,592.54
Total	\$ 6,382,092.54

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of \$6.38 million in SRA Cycle 1, SRA Cycle 2, and Minor Capital funding to support the three-year ROW Safety & Security Project, including a three-year agreement with UPRR in the amount of \$5.73 million. It is also recommended that the Board authorize the CCJPA Executive Director or their designee to enter into 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 Budget an
Agreement Union Pacific Railroad for the
Right-Of-Way (ROW) Safety & Security
Program

Resolution No. 22-25

WHEREAS, In December of 2017, CCJPA and Union Pacific Railroad (UPRR) partnered together to launch a program for Rights-Of-Ways (ROW) maintenance, safety, and improvements to reduce trespasser access; and

WHEREAS, On April 21, 2021, CCJPA Board of Directors approved Resolution No. 21-8 to provide \$1.4 million to support the CCJPA/UPRR partnership program for Rights-Of-Way (ROW) maintenance, safety, and improvements to reduce trespasser access; and

WHEREAS, State Rail Assistance (SRA) Cycle 1 secured funding in the amount of \$2.0 million and SRA Cycle 2 funding in the amount of \$4.2 million pending approval from the California State Transportation Agency (CalSTA) has been identified to support the continuation of the CCJPA/UPRR Rights-Of-Way Safety and Security project over a three-year period; and

WHEREAS, Minor Capital funding in the amount of \$182,593 has been secured to purchase fencing materials under the UPRR agreement; and

WHEREAS, it is the intent of the CCJPA to enter into a Three (3) year agreement with UPRR and utilize SRA funds to support CCJPA/UPRR Rights-Of-Ways Maintenance program; and

WHEREAS, UPRR will provide a dedicated UPRR project manager who oversees the Rights-Of-Way maintenance program and utilize their contractor(s) for Rights-Of-Way maintenance; and

RESOLVED, that the CCJPA Board authorizes a budget of \$6.38 million in SRA Cycle 1, SRA Cycle 2, and Minor Capital funding to support the three-year ROW Safety & Security Project, including a three-year agreement with UPRR in the amount of \$5.73 million.

BE IT FURTHER RESOLVED, That the CCJPA Board of Directors hereby authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the implementation of the CCJPA/UPRR Rights-Of-Ways Maintenance program.

#

ACTION:	DATE:	ATTEST:
Ayes:		
Noes:		April B. A. Quintanilla Secretary
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 16, 2022

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Authorize Funding from the California Department of Transportation Division of Rail and Mass Transit (Caltrans DRMT) and Agreement for Emissions Testing on F59s

PURPOSE

For the CCJPA Board to be informed regarding the acceptance of funding by the CCJPA Executive Director from California Department of Transportation Division of Rail and Mass Transit (Caltrans DRMT) for emissions testing on F59s; and for the CCJPA Board to authorize an agreement with the University of California, Riverside (UC Riverside), to oversee emissions testing on F59s.

BACKGROUND

Caltrans approached CCJPA to provide project management and contracting of locomotive emissions testing. This is part of the longer-term goal to comply with Executive Order (EO) N-79-20 a regulation requiring all rail vehicles to be zero-emissions (ZE) by 2035. To address this mandate, Caltrans has developed an ambitious strategy to implement low- and zero-emissions technology onto its inter-city passenger rail fleet. This effort includes the transition of renewable diesel (RD) fuel as a cleaner-burning alternative to Ultra Low Sulfur Diesel (ULSD) as part of a low emissions implementation effort that will be a cost-effective bridge to eventual zero-emissions technology.

The purpose of this project is to measure and quantify the reduction in Code of Federal Regulations (CFR)-identified criteria pollutants and associated GHGs realized by switching Caltrans's F59PHI locomotive (F59) fleet from ULSD to RD. The purpose of this test is to evaluate the tail pipe emissions of Renewable Diesel (RD). The lab analysis and reporting will be conducted by UC Riverside working alongside CCJPA staff. CCJPA has completed testing of RD from a mechanical perspective with successful approval from Cummins on the reliability of injectors, valves and catalyst bricks.

CCJPA would contract researchers with UC Riverside to perform testing and CCJPA staff would assist with the on the road (OTR) testing and project management. This test period is expected to last 10 months from the start of testing.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve an agreement for emissions testing on F59s in the amount of \$650,000 with the University of California at Riverside supported by grant funds from the Caltrans DRMT and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution No. 22-26

In the Matter of Authorizing \$650,000 of Funding from California
Department of Transportation Division of Rail and Mass Transit to support an
Agreement for Emissions Testing on F59s/

WHEREAS, the CCJPA Board, acknowledges the receipt of funding from California Department of Transportation Division of Rail and Mass Transit (Caltrans DRMT); and

WHEREAS, CCJPA staff has identified that the University of California Riverside is positioned to oversee Renewable Diesel (RD) emissions testing on F-59s; and

WHEREAS, the project will measure and quantify reduction in criteria pollutants and associated GHGs realized by transitioning from ULSD to RD; and

WHEREAS, CCJPA will assist with on the road testing; and

WHEREAS, the testing period is expected to last for a 10-month period; and

WHEREAS, the CCJPA Executive Director, as authorized by the CCJPA Board of Directors under Resolution 21-19, has accepted a grant from the California Department of Transportation Division of Rail and Mass Transit \$650,000 in available RAB funds to support this testing; and

RESOLVED, that the CCJPA Board does hereby approve an agreement for emissions testing on F59s in the amount of \$650,000 with the University of California at Riverside supported by grant funds from the Caltrans DRMT.

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

#

ACTION:	DATE:	ATTEST:
Ayes:		
Noes:		April B. A. Quintanilla Secretary
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 16, 2022

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: CCJPA Fiscal Year 2022-23 Service Restoration and Budget Authorization

PURPOSE

For the CCJPA Board to adopt the CCJPA FY 2022-2023 budget based on enactment of the State Budget Act of 2022 and the FY 2021-2022 Annual Business Plan (ABP) Approval from the California State Transportation Agency. The CCJPA Board will be provided with an update on the upcoming schedule change effective October 1, 2022 and service restoration plans as we work toward pre-pandemic levels of service which are supported with this approval.

BACKGROUND

Pursuant to the Interagency Transfer Agreement, the Secretary of the California State Transportation Agency (CalSTA) is required to allocate funds in the state budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. The Governor enacted the State Budget Act of 2022 in June 2022. On June 29, 2022, the CalSTA Secretary transmitted the FY 2022-2023 (FY 2023) Annual Business Plan (ABP) approval letter to CCJPA for all budget line items except Amtrak Operating. On August 31, 2022, the CalSTA Secretary provided CCJPA with a second FY 2023 ABP approval letter which authorizes funding to support Amtrak Operations and the new Operations contingency fund. The two letters are attached for reference.

The Board-approved ABP (Resolution 22-6), submitted to the Secretary of CalSTA on April 30, 2022, calls for restoration of the Capitol Corridor train service plan to pre-COVID levels (30 weekday and 22 weekend trains). Subsequent to the submission of the ABP, CCJPA revised its service plans to 24 weekday trips /22 weekend trips for the first quarter of FY 2023 and pre-pandemic level of train service (30 weekday trips and 22 weekend trips) for the remainder of the fiscal year.

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

We will continue to provide regular updates on planned changes in service levels in the coming months.

The funding allocations authorized in the FY 2023 annual allocation letter include the Administrative, Marketing, and Information Customer Services budgets; Direct Operations funding; the CCJPA supplemental allocations for Minor Capital and Capitalized Maintenance; and the California intercity passenger rail-support supplemental allocations for Onboard Wi-Fi, Link21, Statewide Passenger Information Display Systems (PIDS), and the California Integrated Travel Project (CalITP). The following table summarizes the funding authorized from CalSTA in the ABP approval letters for FY 2023 dated June 29, 2022 and August 31, 2022.

Budget Item	FY 2022 CalSTA Authorized	FY 2023 CalSTA Authorized	FY 2023 vs. FY 2022 % Change
Operations			
Amtrak Operations (a)	\$ 17,211,739	\$ 37,935,860	120.4%
Contingency Fund - Operations (b)	\$ -	\$ 2,276,152	New
Direct Operations (c)	\$ -	\$ 693,990	New
CCJPA Administrative Management			
Administrative (d)	\$ 2,960,000	\$ 3,703,883	25.1%
Information/Customer Services (e)	\$ 1,207,000	\$ 1,410,936	16.9%
CCJPA Marketing (f)	\$ 1,174,000	\$ 1,683,970	43.4%
CCJPA Supplemental Allocations			
Minor Capital	\$ 500,000	\$ 500,000	0.0%
Capitalized Maintenance	\$ 1,000,000	\$ 1,000,000	0.0%
CA IPR Supplemental Allocations			
Northern CA Onboard WiFi (g)	\$ 2,539,000	\$ 2,793,920	10.0%
Link 21 (New Transbay Rail Crossing) (h)	\$ 1,500,000	\$ 1,500,000	0.0%
Statewide PIDS (i)		\$ 616,452	New
California Integrated Ticketing Project (CalITP) (j)	\$ 2,500,000	\$ 6,000,000	140.0%
TOTAL – CCJPA Budget	\$ 30,591,739	\$ 60,115,163	96.5%

- a. Funding authorized in FY 2022 for **Amtrak Operations** was supplemented with unexpended prior year funding and federal Covid relief funding to support a total budget of \$36.63 million. Funding in FY 2023 includes recovering revenue and ridership and an increase of 11.7% increase in Amtrak Operating costs to support the return to full service. This funding will support 24 weekday trips /22 weekend trips for the first quarter and pre-pandemic level of train service (30 weekday trips and 22 weekend trips) for the remainder of the fiscal year.
- b. **Contingency fund** for unexpected Operations costs is new this year. Prior authorization by CalSTA must be received prior to using these funds.
- c. **Direct Operations** is a new budget line in FY2023 to support operational expenses outside of the Section 209 Amtrak Operating contract, such as bus partnerships, station contracts, transit connectivity, and other operations contracts.

- d. **Administrative** budget includes an increase of 25.1% as compared to FY 2022 due to a salary increase implemented by CCJPA's managing agency and the addition of staffing resources to support an increase in operating and capital projects currently underway. Costs for staffing resources will be offset by capital grant funding whenever possible.
- e. Increase of 16.9% to **Information/Customer Support Services** budget will support a return to pre-pandemic staffing level.
- f. Increase in **Marketing** expenses by 43.4% for FY 2023 includes a recategorization of expenses to support budget and operational efficiency resulting from the loss of revenue streams no longer available to CCJPA to fund Marketing expenses. Includes efforts to improve ridership levels back towards pre-pandemic levels.
- g. Funding is to support the provision of **Onboard WiFi** services and its associated management expenses for the northern California IPR fleet transferred from Amtrak to the CCJPA in FFY 2018-19.
- h. Separate allocation for additional staffing and project planning resources related to the joint study with San Francisco Bay Area Rapid Transit for **Link21 (New Transbay Rail Crossing)**.
- i. New budget line is allocated to fund support contracts for the legacy **Passenger Information Display System (PIDS)** for the California Intercity Passenger Rail services. This support was previously managed by Amtrak through September 30, 2022 and now transitioning to management by CCJPA.
- j. **California Integrated Travel Project (CalITP)** is a State-sponsored project for which CCJPA is the fiscal sponsor and was previously funded by the Transit Intercity Rail Capital Program (TIRCP) grant.

RECOMMENDATION

It is recommended that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the CCJPA FY 2023 budget of \$60.12 million pursuant to the enactment of the State Budget Act of 2022 and the allocation of such funds by the State to the CCJPA. As well, it is recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter in all necessary agreements for the implementation of the CCJPA FY 2023 ABP as supported by the FY 2023 CalSTA ABP approval letters and authorized funding; and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Adopting the Capitol Corridor
Joint Powers Authority Fiscal Year 2022-2023 Budget/

Resolution No. 22-27

WHEREAS, the State Budget for Fiscal Year 2022-2023, which covers the period July 1, 2022, through June 30, 2023, was enacted in June 2022; and

WHEREAS, the Board-approved FY 2022-2023 Annual Business Plan (ABP) (Resolution 22-6) submitted on April 30, 2022, calls for restoration of the Capitol Corridor train service plan to pre-COVID levels (30 weekday and 22 weekend trains) after the first quarter of FY 2022; and

WHEREAS, CCJPA later revised its service plan to 24 weekday trips /22 weekend trips for the first quarter of FY 2023 and pre-pandemic level of train service (30 weekday trips and 22 weekend trips) for the remainder of the fiscal year; and

WHEREAS, although we have seen an increase in ridership since the release of the FDA-approved COVID-19 vaccine in December 2020, weekly ridership continues at average of 40-50% of pre-pandemic levels.; and

WHEREAS, the CCJPA has received the FY 2022-2023 Annual Business Plan (ABP) approval letter from the Secretary of the California State Transportation Agency (CalSTA) on June 29, 2022 and August 31, 2022, providing \$60.12 million to the CCJPA to support its administrative management of the Capitol Corridor service including:

CalSTA Authorization	TOTAL
Administrative	\$ 3,703,883
Marketing	\$ 1,683,970
Information/Customer Support Services	\$ 1,410,936
Amtrak Operations	\$ 37,935,860
Contingency Fund for Operations	\$ 2,276,152
Direct Operations	\$ 693,990
Minor Capital Projects	\$ 500,000
Capitalized Maintenance Program	\$ 1,000,000
Onboard WiFi Services	\$ 2,793,920
Link21	\$ 1,500,000
Statewide Passenger Information Display System	\$ 616,452
California Integrated Travel Project	\$ 6,000,000
Total	\$ 60,115,163

; and

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

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

RESOLVED, that the CCJPA Board hereby adopts the CCJPA FY 23 budget of \$60.12 million pursuant to the allocation letters from the Secretary of the California State Transportation Agency plus any further amount authorized and provided by the State to support additional Capitol Corridor train and feeder bus service based upon the enactment of the State Budget Act of 2022 and subject to allocation of such funding by the State: and

BE IT FURTHER RESOLVED, that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter in all necessary agreements for the implementation of the CCJPA FY 2023 ABP as supported by the FY 2023 CalSTA ABP approval letters and authorized funding; and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> April B. A. Quintanilla Secretary
Noes:		
Abstain:		



Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

June 29, 2022

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

Dear Mr. Saylor:

The California State Transportation Agency (CalSTA) is in receipt of the Capitol Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2022-23 and FY 2023-24.

CalSTA is committed to assisting the CCJPA achieve the goals articulated in the Annual Business Plan of restoring pre-COVID service levels along the Capitol Corridor. However, given uncertainties related to future ridership growth across the State-supported system and ongoing structural deficit, this approval letter authorizes the resources necessary to ensure service can be sustained in FY 2022-23 at the levels advised in this letter. Additional resources will be considered when ridership, revenue, and fleet availability improve.

The COVID-19 pandemic created an unprecedented drop in ridership and revenue along all the State-supported corridors. After the initial impact to ridership and revenue, ridership has stabilized and begun to slowly trend upward for the past 18 months. However, this trend has been variable, and it is unclear how quickly ridership will return to pre-pandemic levels. This uncertainty demands the State take a conservative approach to funding operations for the immediate future.

In close collaboration with JPA staff from all three intercity rail JPAs, Caltrans has developed a cost and revenue model ("COSI Model") to project the estimated operations subsidy need for each California intercity rail corridor based on various service levels and revenue assumptions. While this model is only one tool used to inform decision-making, it is regularly updated based on current trends, and can analyze various scenarios in order to assess the availability of resources through FFY 2022-23. This model was used to estimate the operations funding needed for this business plan approval.

CalSTA will regularly coordinate with the CCJPA and the other intercity corridors throughout the year to monitor and analyze ridership and financial performance prior to approving funding for additional service increases. Importantly, significant increases in service are dependent on fleet availability and maintenance efficiencies being achieved, along with the deployment of the new Venture Rail Cars on the San Joaquins

Corridor and the subsequent release of bi-level equipment for use across the State-supported intercity passenger rail network.

A detailed explanation of the State's approval of the funding request in the FY 2022-23 ABP follows:

1. Structural Deficit

- a. An annual structural deficit of approximately \$40M per year across all three California Intercity Passenger Rail Corridors has been identified through the Caltrans-JPA developed Cost Optimization Strategic Initiative (COSI) model. The JPA's will work jointly with Caltrans and CalSTA to develop initiatives that will eliminate the structural deficit by FY 2025-26 in order to avoid service level reductions.
- b. CalSTA supports the JPA's future efforts to increase service to FY 2018-19 levels. The JPAs may coordinate to ramp up service to FY 2018-19 service levels beginning in FFY 2022-23. However, all operations allocations contained within this letter are contingent on the following:
 1. If revenues are not increased and/or costs are not decreased enough to make up for the structural deficit by FY 2024-25, then CalSTA and the JPAs may have to consider a service decrease in FY 2025-26 to a level that eliminates the structural deficit
 2. If the current recovery slows down, service levels may need to be reduced sooner than FY 2024-25
 3. The three California Intercity Rail Joint Powers Authorities may coordinate service level changes, in consultation with CalSTA and Caltrans, in order to stretch available resources and to gain further time to close the structural deficit

2. Funding Requests

a. Administrative Expenses

1. Subsequent to CCJPA's submission of FY 2022-23 Draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for administrative expenses. The CCJPA requests \$3,578,630 in administrative expenses for FY 2022-23 (Page 21, Table 9-1). This is a 20.9% increase from the previous fiscal year. The increase is a result of a recategorization of expenses to support budget and operational efficiency. This increase also supports one additional engineer and one additional planner position to support an increase in operating and capital projects currently underway. This amount is approved. However, CalSTA requests that CCJPA continue to explore opportunities to charge appropriate work to capital project grants during FY2022-23. In preparing the FY2023-24 business plan submittal,

CCJPA shall consider how to fund staffing through project budgets where achievable.

2. The CCJPA requests \$1,500,000 to continue to include the support of the full-time staff positions and supporting resources over the next five years to advance the planning studies and outreach efforts related to the joint study with BART for Link21 (New Transbay Rail Crossing) in support of the vision developed in the 2018 State Rail Plan (Page 20). This amount is approved, with the resources required to be separately tracked and used for this specific planning effort. The forecast of \$1,500,000 in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for that year. While CalSTA can not commit resources for five years due to the annual nature of the Caltrans budget resources, we expect to continue to support this effort as long as it is in alignment with the State Rail Plan.
3. By January 31, 2023, Caltrans will provide guidance on an administrative expense escalation rate for FY 2023-24 to be considered as a target for the next ABP. It is possible the escalation rate will be limited and lower than proposed for FY 2022-23.
4. The ABP forecast of \$3,722,000 for administrative funding in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

b. Marketing Expenses

1. Subsequent to CCJPA's submission of FY 2022-23 draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for marketing. The CCJPA requests \$1,683,970 for their FY 2022-23 Marketing expenses (Page 21, Table 9-1). This 43.4% increase is the result of the recategorization of expenses to support budget and operational efficiency resulting from the loss of previous revenue streams no longer available to CCJPA to fund marketing expenses. This increase also supports various advertising and marketing efforts to attract new riders and bring ridership levels back to pre-pandemic figures. This amount is approved.
2. Per Appendix K of the Interagency Transfer Agreement between the CCJPA and Caltrans, CCJPA shall continue to provide to CalSTA and Caltrans, on a regular basis, all marketing reports that are provided to the CCJPA Board. CCJPA shall continue to work with Caltrans and the other JPAs in the marketing working group to be prepared to provide support for statewide analysis on the effectiveness of various marketing efforts to improving the financial performance of the service.

3. The ABP forecast of \$1,683,970 for marketing expenditures in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

c. Information/Customer Support Services

1. Subsequent to CCJPA's submission of FY 2022-23 draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for Information/Customer Support Services. CCJPA requests \$1,410,936 for FY 2022-23 funding which will help support the return to four full-time employees. This amount is approved.
2. The ABP forecast of \$1,410,936 for Information/Customer Services expenditures in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

d. Passenger Information Display System Support (PIDS)

1. Subsequent to CCJPA's submission of FY 2022-23 draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for PIDS. CCJPA requests \$616,452 for FY 2022-23 funding for assuming responsibility for the existing Amtrak service contract for PIDS for the three intercity rail corridors costs. This amount is approved.
2. The ABP forecast of \$633,295 for PIDS expenditures in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

e. Onboard Technology

1. Subsequent to CCJPA's submission of FY 2022-23 draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for onboard technology. The CCJPA requests \$2,793,920 for Wi-Fi passenger service and associated management expenses for the Capitol and San Joaquins Corridors for FY 2022-23 (Page 21, Table 9-1). This is a 10.0% increase from the previous fiscal year which supports Wi-Fi service on the new Siemens Venture Cars. This amount is approved.
2. The ABP forecast of \$3,045,037 Wi-Fi funding in FY 2023-24 is noted and will be evaluated in the context of the State budget capacity in FY 2023-24.

f. Minor Capital Expenses

1. CCJPA requests \$500,000 for FY 2022-23 funding for Minor Capital costs (Page 21, Table 9-1). This amount is approved; however, approval of projects is on a per case basis.
2. Caltrans has prepared guidelines and an authorization checklist for the use of minor capital project funding consistent with State law. These guidelines and checklist shall be used in requesting minor capital funding. Minor Capital funds cannot be used for administrative, marketing, or Amtrak operating expenses.
3. The ABP forecast of \$500,000 for minor capital expenditures in FY 2023-24 is noted and will be analyzed in the context of utilization of previous minor capital allocations and the State budget capacity for FY 2023-24.

g. California Integrated Travel Project (Cal-ITP)

1. Subsequent to CCJPA's submission of FY 2022-23 draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for Cal-ITP. CCJPA requests \$6,485,000 for FY 2022-23 funding for Cal-ITP costs related to the statewide continuation of the project (Page 21, Table 9-1). Subsequent to that submission, CCJPA has reduced the request for Cal-ITP funding for FY 2022-23 to \$6,000,000. In the October 26, 2021 FY 2021-22 ABP Approval letter, Caltrans was given the authorization to provide up to an additional \$6,000,000 for Cal-ITP. CalSTA approves \$6,000,000 for Cal-ITP funding in FY 2022-23 with this letter, the maximum anticipated in the October 26, 2021 letter.
2. The ABP forecast of \$600,000 for Cal-ITP expenditures in FY 2023-24 is noted and will be evaluated in the context of the State budget capacity for FY 2023-24.

h. Operations Expenditures

1. In the FY 2022-23 the CCJPA requests \$39,682,000 in Federal Fiscal Year (FFY) 2022-23 funding for Amtrak Operations costs (Page 21, Table 9.1) which assumes a return to full service levels during the first quarter of FFY 2022-23. Full service includes 30 weekday and 22 weekend trains. All service changes should be coordinated with the State and other JPAs to ensure an equitable and mutually beneficial determination of resource distribution due to the limited availability of equipment and funding.

2. Subsequent to CCJPA's submission of the Draft FY 2022-23 Annual Business Plan to CalSTA, CCJPA has requested that CalSTA postpone an allocation for FY 2022-23 Amtrak Operations until the final CCJPA FY 2022-23 Annual Business Plan is submitted at the beginning of State FY 2022-23. Consequently, no Amtrak operations funding for FY 2022-23 is approved at this time, but a future approval is expected once additional detail from CCJPA's revised ABP and analysis using the COSI Model is completed. Funding levels will be tied to expected start-up dates of additional service that can be achieved with available equipment.
3. Subsequent to CCJPA's submission of FY 2022-23 draft Annual Business plan, CCJPA has submitted a revised FY 2022-23 and FY 2023-24 budget request for Direct Operations. The CCJPA requests \$693,990 for FY 2022-23 that includes:
 - Transit Transfer Program (\$61,580)
 - Station Contracts (\$35,490)
 - Bus Partnerships (\$229,480)
 - Rail Safety Program – Increased partnering with California Operation Lifesaver (\$75,000)
 - Oakland Maintenance Facility Lease (\$30,000)
 - Thruway Bus Termination Fee (\$262,440)

This amount is approved.

4. The ABP request of \$36,503,000 of operations funding for FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.
5. ABP forecast of \$439,373 for Direct Operations funding in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

I. Capitalized Maintenance

1. The CCJPA requests \$1,000,000 for the FY 2022-23 Capitalized Maintenance program for upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance service [Page 21, Table 9-1]. This amount is approved.
2. Future ABPs shall include as an operating budget line item the on-going host railroad funding necessary to continue this program of investment to support high-performance service on the corridor.

3. The ABP forecast of \$1,000,000 for Capitalized Maintenance funding in FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

2. FY 2022-23 Approved Funding Summary:

Budget Item	Approved in this letter
Administrative	\$3,578,630
Marketing	\$1,683,970
Minor Capital	\$500,000
NorCal Onboard Technology	\$2,793,920
Direct Operations	\$693,990
Information/ Customer Services	\$1,410,936
Statewide PIDS	\$616,452
Link21 (New Transbay Rail Crossing)	\$1,500,000
Cal-HTP	\$6,000,000
Capitalized Maintenance	\$1,000,000
Operations	\$0
Total	\$19,777,898

- a. Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until March 31st of each year. The result is that the ABP does not include Amtrak's most recent estimate on which a contract will be developed. To resolve this timing issue for the FY 2022-23 ABP, CalSTA requests that the CCJPA provide a draft ABP on April 1, 2023 and submit a final ABP by June 30, 2023.

If you have any questions or need additional information regarding CalSTA's position on your ABP, please contact Chief Deputy Secretary for Rail Chad R. Edison at (916) 323-5400, or by e-mail sent to Chad.Edison@calsta.ca.gov.

Mr. Don Saylor
June 29, 2022
Page 8

Sincerely,

A handwritten signature in blue ink, appearing to be 'T. Omishakin', with a stylized flourish extending to the right.

Toks Omishakin
Secretary

cc:

Robert Padgett, Managing Director, Capitol Corridor Joint Powers Authority

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

Tony Tavares, Director, California Department of Transportation

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

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

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

August 31, 2022

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

Dear Mr. Saylor:

The California State Transportation Agency (CalSTA) is in receipt of the Capitol Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2022-23 and FY 2023-24.

CalSTA is committed to assisting the CCJPA achieve the goals articulated in the Annual Business Plan of restoring pre-COVID service levels along the Capitol Corridor. However, given uncertainties related to future ridership growth across the State-supported system and ongoing structural deficit, this approval letter authorizes the resources necessary to ensure service can be sustained in FY 2022-23 at the levels advised in this letter. Additional resources will be considered when ridership, revenue, and fleet availability improve.

The COVID-19 pandemic created an unprecedented drop in ridership and revenue along all the State-supported corridors. After the initial impact to ridership and revenue, ridership has stabilized and begun to slowly trend upward for the past 18 months. However, this trend has been variable, and it is unclear how quickly ridership will return to pre-pandemic levels. This uncertainty demands the State take a conservative approach to funding operations for the immediate future.

In close collaboration with JPA staff from all three intercity rail JPAs, Caltrans has developed a cost and revenue model ("COSI Model") to project the estimated operations subsidy need for each California intercity rail corridor based on various service levels and revenue assumptions. While this model is only one tool used to inform decision-making, it is regularly updated based on current trends, and can analyze various scenarios in order to assess the availability of resources through FFY 2022-23. This model was used to estimate the operations funding needed for this business plan approval.

CalSTA will regularly coordinate with the CCJPA and the other intercity corridors throughout the year to monitor and analyze ridership and financial performance prior to approving funding for additional service increases. Importantly, significant increases in service are dependent on fleet availability and maintenance efficiencies being

achieved, along with the deployment of the new Venture Rail Cars on the San Joaquins Corridor and the subsequent release of bi-level equipment for use across the State-supported intercity passenger rail network.

A detailed explanation of the State's approval of the funding request in the FY 2022-23 ABP follows:

1. Structural Deficit

- a. An annual structural deficit of approximately \$40M per year across all three California Intercity Passenger Rail Corridors has been identified through the Caltrans-JPA developed Cost Optimization Strategic Initiative (COSI) model. The JPA's will work jointly with Caltrans and CalSTA to develop initiatives that will eliminate the structural deficit in order to avoid service level reductions.
- b. CalSTA supports the JPA's future efforts to increase service to FY 2018-19 levels. The JPAs may coordinate to ramp up service to FY 2018-19 service levels beginning in FFY 2022-23. However, all operations allocations contained within this letter are contingent on the following:
 1. If revenues are not increased and/or costs are not decreased enough to make up for the structural deficit by FY 2024-25, then CalSTA and the JPAs may have to consider a service decrease to a level that eliminates the structural deficit
 2. If the current recovery slows down, service levels may need to be reduced sooner than FY 2024-25
 3. The three California Intercity Rail Joint Powers Authorities may coordinate service level changes, in consultation with CalSTA and Caltrans, in order to stretch available resources and to gain further time to close the structural deficit

2. Funding Requests

a. Administrative Expenses

1. On June 29, 2022, CalSTA approved \$3,578,630 for CCJPA's FY 2022-23 administrative expenses. Subsequent to that approval, CCJPA requested an additional allocation of \$125,253.00 to support the 3.5% increase in salaries that BART has negotiated with its workforce. This amount is approved.

b. Operations Expenditures

1. In the FY 2022-23, the CCJPA requests \$39,682,000 in Federal Fiscal Year (FFY) 2022-23 funding for Amtrak Operations costs (Page 21, Table 9.1). All service changes should be coordinated with the State and

other JPAs to ensure an equitable and mutually beneficial determination of resource distribution due to the limited availability of equipment and funding.

2. Subsequent to CCJPA submitting the FY 2022-23 Draft ABP, CCJPA has indicated their planned service plans for FY 2022-23. The service plans include 24 weekday trips and 22 weekend trips for the first quarter of FFY 2022-23 and 30 weekday trips and 22 weekend trips for the second through third quarter of FFY 2022-23.
3. Based on the outputs of the Third Quarter COSI Model Update produced in August 2022 developed in coordination between Caltrans and the JPAs, the subsidy need for CCJPA's FFY 2022-23 Amtrak Operations at FY23 Planned Service Levels is estimated to be \$37,935,860. This amount is approved. If equipment availability changes and the CCJPA has the opportunity to increase service in FY 2022-23, CCJPA shall submit a revised ABP requesting additional funding to cover the incremental additional costs associated with the increased service levels. All service changes should be coordinated with the state and other JPAs to ensure an equitable and mutually beneficial determination of resource distribution due to limited availability of equipment and funding.
4. If there are any FY 2021-22 Amtrak operations funds remaining after Amtrak conducts the year-end reconciliation, those funds shall be applied to any approved direct operations funding in FY 2022-23.
5. CalSTA also allocates \$2,276,152 which represents a 6% contingency above the COSI subsidy forecast to cover any unexpected operations costs in FFY 2022-23. Before using the contingency funds, the CCJPA must submit justification for use of these contingency funds. Caltrans will seek approval from CalSTA before paying these invoices which will be paid on a reimbursement basis. Any remaining contingency funds at the end of FFY 2022-23 shall be deducted from the FFY 2023-24 operations allocation.
6. The State will only fund the amount allocated in Section 2(b)(3) of this letter for FY 2022-23 Amtrak Operations. If after the completion of the Amtrak FFY 2022-23 year-end reconciliation it is determined that actual costs were higher than the amount remitted to Amtrak in FFY 2022-23, the CCJPA may request an additional allocation from CalSTA to cover actual costs.
7. Given the current budget constraints for Intercity Rail Operations and uncertainties of future ridership levels, subsequent ABP submittals shall

include multiple forecasts for achievable service levels so CalSTA may approve service levels that fit within the budget and ridership needs.

8. The ABP request of \$36,503,000 of operations funding for FY 2023-24 is noted and will be analyzed in the context of the State budget capacity for FY 2023-24.

Per California State Government Code 14070.4(c), the ABPs shall include a report or the fiscal results of the previous year's operations. Thus, the FY 2023-24 ABP shall include the operations results of FY 2021-22 (as results for FY 2022-23 will not be available by June 30, 2023, when the Final FY 2023-24 ABP will be submitted).

2. FY 2022-23 Approved Funding Summary:

Budget Item	Previously Approved on June 29, 2022 FY23 Allocation Letter	Approved in this letter	Total Approved for FY 2022-23
Administrative	\$3,578,630	\$125,253	\$3,703,883
Marketing	\$1,683,970		\$1,683,970
Minor Capital	\$500,000		\$500,000
NorCal Onboard Technology	\$2,793,920		\$2,793,920
Direct Operations	\$693,990		\$693,990
Information/ Customer Services	\$1,410,936		\$1,410,936
Statewide PIDS	\$616,452		\$616,452
Link21 (New Transbay Rail Crossing)	\$1,500,000		\$1,500,000
Cal-ITP	\$6,000,000		\$6,000,000
Capitalized Maintenance	\$1,000,000		\$1,000,000
Operations	\$0	\$37,935,860	\$37,935,860
Contingency Fund		\$2,276,152	\$2,276,152
Total	\$19,777,898	\$40,337,265	\$60,115,163

- a. Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until March 31st of each year. The result is that the ABP does not include Amtrak's most recent estimate on which a contract will be developed. To resolve this timing issue for the FY 2022-23 ABP, CalSTA requests that the CCJPA provide a draft ABP on April 1, 2023 and submit a final ABP by June 30, 2023.

If you have any questions or need additional information regarding CalSTA's approval of your ABP, please contact Chief Deputy Secretary Chad R. Edison at (916) 323-5400, or by e-mail sent to Chad.Edison@calsta.ca.gov.

Sincerely,



Toks Omishakin
Secretary

cc:

Robert Padgett, Managing Director, Capitol Corridor Joint Powers Authority

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

Tony Tavares, Director, California Department of Transportation

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

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 21, 2022

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Authorize Execution of AT&T Managed Services Agreement for California Passenger Information Display System Modernization (CalPIDS)

PURPOSE

For the CCJPA Board to authorize the execution of an Agreement with AT&T Corp. for Managed Services as related to CalPIDS Modernization.

BACKGROUND

As part of CalPIDS Modernization, CCJPA plans to install and manage new AT&T telecommunications services at all stations. CCJPA will also lead the installation and management of new AT&T services at the San Joaquins and Altamont Corridor Express (ACE) stations, which will implement CalPIDS as well. Current CA-PIDS utilizes Amtrak's AT&T circuits and equipment at stations, and the performance has decreased in recent years due to undesirable types of circuits (ANIRA) and older equipment. CCJPA staff have been coordinating with AT&T for the past two years to design a robust telecommunication network involving both fiber broadband and wireless connections and identify hardware equipment that will allow for efficient and resilient data connections between CalPIDS equipment at stations and servers in the cloud.

The proposed Managed Services Agreement combines AT&T network integration services with AT&T equipment leasing, maintenance, and Day 2 support costs, for a five-year term. Network integration services include survey and installation of equipment at thirty-six (36) stations (Capitol Corridor, San Joaquins, and ACE). The Agreement is structured as a Purchase Order-based contract, meaning costs will not be incurred until CCJPA issues a Purchase Order, which allows a phased implementation of AT&T services across the three passenger rail corridors. Purchase Orders will only be initiated as funding is identified by CCJPA and partner rail agencies, and costs will be invoiced on a monthly basis. Overall, the Agreement value would be approximately \$3.0M over the five-year term, for all thirty-six stations across the three passenger rail services. CCJPA staff will seek reimbursement from the San Joaquin Joint Powers Authority and the San Joaquin Regional Rail Commission for their proportional costs at stations served by the San Joaquins and ACE.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute an Agreement with AT&T Corp. for managed services related to CalPIDS Modernization, with a contract value of not-to-exceed \$3.0M over five (5) years.

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 an Agreement with AT&T Corp
For Managed Services related to California Passenger
Information Display System (CalPIDS) Modernization

Resolution No. 22-28

WHEREAS, the CCJPA is leading a project to modernize California Passenger Information Display System (CalPIDS) for multiple California passenger rail agencies; and

WHEREAS, the CalPIDS Modernization project requires new telecommunications infrastructure and equipment to be installed and managed at train stations; and

WHEREAS, AT&T is the most common telecommunications provider available across Capitol Corridor, San Joaquins, and Altamont Corridor Express (ACE) stations; and

WHEREAS, CCJPA staff have worked with AT&T to design a robust telecommunications network and to identify hardware equipment for efficient and resilient data connections at train stations; and

WHEREAS, an Agreement with AT&T Corp. for managed services include network integration services and equipment on a Purchase Order basis; and

RESOLVED, that the CCJPA Board hereby authorize the CCJPA Executive Director or their designee to execute an Agreement with AT&T Corp. for managed services related to CalPIDS Modernization, with a contract value not-to-exceed \$3.0M over five years.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> April B. A. Quintanilla Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 21, 2022

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Capital Projects Update – Link21

PURPOSE

To provide the CCJPA Board with an update on the capital projects portfolio and projects allocated under the State Rail Assistance program.

At the September meeting, CCJPA staff will provide an update to the CCJPA Board of Directors on the Link 21 project with a preview of materials to be shared during a period of community outreach planned for the Fall.

RECOMMENDATION

For information and discussion.

CCJPA CAPITAL PROJECTS September 2022						
Project Name	Project Description	Projected Completion	CCJPA Secured Funds	CCJPA Contribution	Partner Contribution	Total Project Cost
South Bay Connect (Oakland to San Jose Phase 2A)	Environmental, design, and construction to relocate Capitol Corridor service between Oakland Coliseum and Newark from Niles Subdivision to Coast Subdivision, which will decrease travel time between Oakland and San Jose and to improve connections to SF Peninsula.	Environmental: Nov-22 Design: Dec-24 Construction: Apr-29*	\$ 185,200,000	\$ 334,079,000	N/A	\$ 334,079,000
Sacramento to Roseville Third Main Track Phase I	Construct first phase of third main track and layover facility improvements in order to increase service frequency between Sacramento and Roseville.	Environmental: Nov-15 Design: Jun-23 Construction: Jul-27	\$ 87,700,000	\$ 174,300,000	N/A	\$ 174,300,000
SR84 Intermodal Bus Facility	New bus facility on SR84 connecting to the proposed Ardenwood Station on South Bay Connect, reducing travel time for transbay buses and shuttles.	Design: Dec-24 Construction: Apr-29*	\$ 8,100,000	\$ 42,420,000	N/A	\$ 42,420,000
Davis Station Signal Improvements	Improve the railroad signal system and replace track crossovers at Davis station to improve reliability and lifespan of the railroad infrastructure.	Dec-23	\$ 9,934,547	\$ 10,630,000	\$ 3,250,000	\$ 13,880,000
Agnew Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station.	Design: Mar-23 Construction: Dec-24	\$ 3,389,932	\$ 11,725,000	N/A	\$ 11,725,000
Steger Signal Improvements	Improvements to the railroad signal system in the vicinity of Richmond station which will result in improved reliability and better on-time performance.	Dec-23	\$ 5,368,000	\$ 5,368,000	\$ 1,000,000	\$ 6,368,000
CalITP Capitol Corridor Roll-Out	Payment hardware to support roll-out of contactless fare payments under CalITP.	Feb-23	\$ 2,500,000	\$ 2,500,000	N/A	\$ 2,500,000
CAPITAL PROJECT TOTAL			\$ 302,192,479	\$ 581,022,000	\$ 4,250,000	\$ 585,272,000

CCJPA ONGOING PROJECTS September 2022				
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost
ROW Safety/Security	Annual funding to support UP in ROW clean-up including vegetation removal, clean-up and encampment relocation (funded annually through the State Rail Assistance program)	Ongoing	\$ 2,320,000	\$ 2,320,000
Capitalized Maintenance	Track maintenance for State of Good Repair Program to maximize on-time performance (funded annually through the Annual Business Plan).	Ongoing	\$ 1,000,000	\$ 1,000,000
UPRR Special Agents	Special Agents will be responsible for responding to incidents along the Capitol Corridor route and providing improved safety and security services.	Ongoing	\$ 500,000	\$ 500,000
ONGOING PROJECT TOTAL			\$ 3,820,000	\$ 3,820,000

CCJPA-Led Projects Supporting the California Intercity Rail Services September 2022				
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost
California Integrated Travel Program (CalITP)	Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes	Pilot: Feb-23	\$ 36,613,757	\$ 36,613,757
California Passenger Information Display System (CalPIDs) Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including station hardware, servers, data, and software	Construction: Dec-23 Operations: Ongoing	\$ 3,901,695	\$ 3,901,695
Network Integration	Support for initial Second Transbay Crossing study and Carquinez Strait Crossing Study	Ongoing	\$ 2,000,000	\$ 2,000,000
Link21 (New Transbay Rail Crossing)	Planning and implementation strategies for a new Transbay Rail Crossing (funded annually through the Annual Business Plan process)	Ongoing	\$ 1,500,000	\$ 1,500,000
Door Panel Procurement	Procurement of door panels for Caltrans-owned Surfliner Rail Cars	Dec-22	\$ 575,000	\$ 575,000
PARTNER PROJECT TOTAL			\$ 44,590,452	\$ 44,590,452

CCJPA STATE RAIL ASSISTANCE (SRA) FUNDING UPDATE							
Project Name	Budgeted SRA Funds			Approved SRA Funds			Funding Status
	SRA Cycle 1	SRA Cycle 2	Competitive SRA	SRA Cycle 1	SRA Cycle 2	Competitive SRA	
Agnew Siding	\$ -	\$ -	\$ 9,775,068	\$ -	\$ -	\$ 1,441,969	Initial Competitive SRA request successful, additional request to come.
CalPIDS Replacement	\$ 2,251,695	\$ 1,650,000	\$ -	\$ 2,251,695	\$ -	\$ -	Cycle 2 request pending
Davis Crossover	\$ -	\$ 1,747,695	\$ -	\$ -	\$ 1,747,695	\$ -	Continuation of UPRR Signal Replacement Project. Cycle 2 approved
Grade Crossing Safety	\$ -	\$ 1,650,000	\$ -	\$ -	\$ -	\$ -	Cycle 2 request submitted
Infrastructure Reliability	\$ -	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	Cycle 2 request submitted
Sacramento to Roseville Third Track	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	Cycle 2 request pending
South Bay Connect	\$ 608,500	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	Cycle 1 request submitted, Cycle 2 pending
Station Improvements	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	Cycle 2 request submitted
Stege Crossover	\$ -	\$ 3,224,000	\$ -	\$ -	\$ 3,224,000	\$ -	Continuation of UPRR Signal Replacement Project. Cycle 2 approved
Strategic Operations Enhancements	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	Cycle 2 request pending
UPRR Right-of-Way Safety and Security	\$ 4,721,500	\$ 4,200,000	\$ -	\$ 4,470,000	\$ -	\$ -	Cycle 1 increase requested, Cycle 2 request submitted
UPRR Signal Replacement/Upgrade	\$ 5,518,305	\$ -	\$ -	\$ 5,518,305	\$ -	\$ -	Davis and Stege projects continue this project's work
UPRR Special Agents	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	\$ -	Cycle 2 approved
Total	\$ 13,100,000	\$ 24,071,695	\$ 9,775,068	\$ 12,240,000	\$ 7,471,695	\$ 1,441,969	

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 16, 2022

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Legislative and Funding – State and Federal Update

State Legislation and Funding

Governor Newsom Signs Historic \$300 Billion State Budget

On June 30, 2022, Governor Gavin Newsom signed a raft of legislation comprising the 2022-2023 State Budget. The final \$300 billion spending plan, which was passed by the Legislature reflects a \$97 billion budget surplus. The budget commits approximately \$8 billion to public transit and rail projects statewide over several fiscal years and hundreds of millions of dollars to support the industry's transition to zero-emission technologies among other significant investments.

Federal Legislation and Funding

Freight Rail Labor Relations Update

The [nation's Class I freight carriers](#), including Union Pacific, have reached a tentative agreement on labor negotiations. The next step in this process will be the ratification of the tentative agreement by the twelve unions involved in the negotiations to avert any future labor actions.

Federal Fiscal Year 2023 Appropriation

On July 21, 2022, the United States House of Representatives passed a package of FY 2023 Appropriations bills including the Transportation, Housing and Urban Development (THUD) Appropriations bill. On July 28, 2022, the United States Senate Appropriations Committee released its proposed FY 2023 appropriations bill on July 28, 2022. For FY 2023, \$13.2 billion supplemental advance appropriations are guaranteed for passenger rail funding under the Infrastructure Investment Jobs Act (IIJA), with an additional annual appropriation proposed at \$3.5 billion in funding under the House package or \$3.3 billion under the Senate's proposal. With government funding running out at the end of September, a Continuing Resolution is expected. An agreement on spending levels is not expected until after the midterm elections.

Federal Passenger Rail Funding \$ (millions) -					
IIJA/BIL with FY 2022 Authorization, Approved FY22 Appropriations and Five Year IIJA Total Appropriations -					
FY23 House Approved Appropriations, Senate Proposed - Updated 7/28/2022					
	Total FY 2022 Appropriations - IIJA/BIL Advance Appropriation plus Annual Appropriation	NEW 7/21/22 House Approved Proposed FY 2023 Appropriations	NEW 7/28/22 Senate proposed FY2023 Appropriations	FY 2023 IIJA/BIL Supplemental Advance Appropriations	Total Potential FY Appropriations - IIJA + Annual
Consolidated Rail Infrastructure and Safety (CRISI)	\$1,625.0	\$630.0	\$534.6	\$1,000.0	\$1,534.6 - \$1,630.0
Federal-State Partnership for Intercity Passenger Rail Grants	\$7,300.0	\$555.0	\$200.0	\$7,200.0	\$7,400.0 - \$7,755.0
Restoration and Enhancement	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Amtrak - Northeast Corridor	\$2,074.5	\$882.0	\$1,134.8	\$1,200.0	\$2,082 - \$2,334.8
Amtrak - National Network	\$4,656.9	\$1,463.0	\$1,465.9	\$3,200.0	\$4,663.0 - \$4,665.9
Railroad Crossing Elimination Program	\$600.0	\$0.0	\$0.0	\$600.0	\$600.0
Total	\$16,256.4	\$3,530.0	\$3,335.3	\$13,200.0	\$16,000+
RAISE/National Infrastructure Project Assistance Mega-Grant (new)	\$2,275.0	\$775.0	\$1,090.0	\$2,500.0	\$3,275 - \$3,590

Sources: Federal Fiscal Year 2023 Appropriations Update to the SF Bay Area Rapid Transit Board of Directors; Chart is from States for Passenger Rail Coalition

Amtrak Office of Inspector General Report – “Human Resources: The Company is Addressing Engineering Management Workforce Challenges, but Additional Work Remains”

The Amtrak Office of Inspector General (OIG) issued a report entitled, “[Human Resources: the Company is Addressing Engineering Management Workforce Challenges, but Additional Work Remains.](#)” The objective of the report was to assess the company’s efforts to address challenges in recruiting and retaining skilled engineering managers as it recovers from the pandemic. The

OIG found that the company is fully aware of the difficulties of recruiting and retaining skilled engineering managers in today's labor market and has taken steps to address them.

Amtrak Office of Inspector General Report – “Acquisition and Procurement: Company’s Electronic Procurement System Limits Effective Contract Oversight”

The Amtrak Office of Inspector General (OIG) issued a report entitled, “[Acquisition and Procurement: Company’s Electronic Procurement System Limits Effective Contract Oversight](#).” The OIG found that the company continues to face challenges in its ability to manage its internal contracting and procurement processes. The report is a follow-up to a related set of recommendations issues in 2018.

Federal Notices of Funding Opportunities, Proposed Rulemaking, or Requests for Information

The following federal notices have been issued announcing Funding Opportunities, Proposed Rulemaking, or Requests for Information. Click on the link in the last column to be directed to additional information.

Notice	Issued By	Program	Deadline for Comments/ Application	Link for Information
Request for Information (RFI)	Federal Railroad Administration	Interstate Rail Compacts Grant Program	19-Sep-22	More Info
Notice of Proposed Rulemaking (NPRM)	Federal Railroad Administration	Train Crew Size Safety Requirements	26-Sep-22	More Info
Notice of Funding Opportunity (NOFO)	Federal Railroad Administration	Railroad Crossing Elimination Program (RCE)	4-Oct-22	More Info
Notice of Funding Proposal (NFP)	US DOT, Office of Undersecretary for Policy	Reconnecting Communities Pilot (RCP) Discretionary Grant Program	13-Oct-22	More Info
Notice of Funding Opportunity (NOFO)	Federal Railroad Administration	Consolidated Rail Infrastructure and Safety Improvements Program	01-Dec-22	More Info



Date: September 16, 2022

From: Robert Padgett, Managing Director

To: CCJPA Board of Directors

Subject: Managing Director's Report – August 2022

The CCJPA Board will be provided with an update on year-to-date service performance and other service and program updates. The highlights of the annual Capitol Corridor Passenger Onboard will be presented to the CCJPA Board and a summary of key findings is included at the end of this agenda packet.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 16, 2022
FROM: Robert Padgette
Managing Director, CCJPA
SUBJECT: CCJPA Project and Program Updates

PURPOSE

To provide a report on work completed and work in progress up to the September 16, 2022, CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work and on work efforts currently underway:

a. **Marketing and Communications Activities -**

- Completed Activities
 - i. See attached marketing activities report, which details work completed during the period of July – September April – May 2022
- Advertising, Promotions, and Offers:
 - i. 30th Anniversary discount – this discount will stop, concluded at end of June.
 - ii. Buy One Get One (BOGO) Everyday offer began in mid-July and will run through January 2023
 - iii. Seniors Ride 50% Midweek offer began in mid-July and will run through January 2023
 - iv. Developed FY23 media plan to four proposed campaign flights including digital, outdoor, radio, social media ads, and social media messages have been supporting the discount throughout the spring.
 - v. CA Gas Price Relief “Free Fares” Proposal – staff is working on an implementation and promotional plan for this effort while waiting for details.
 - vi. Social Media: Influencer content has drawn new followers and engagement.
 - vii. Partnerships: staff is entering into a marketing partnership with the Sacramento River Cats sponsorship and promoting other destinations/events for the summer season.

- Public Relations, Events, Outreach, and Customer Experience:
 - i. Bike to Work Month for May Communications for Temporary Reduced Service Schedule beginning August 15
 - ii. Launched communications for special service to Levi's Stadium for 49ers home games and the Weekend Concert
 - iii. Planning for On Board Surveys in June, Ten-ride Tickets extended from 60 days to 90 days as of August 1
 - iv. Preparing for September Rail Safety Month
 - v. Developing elements for marketing communications and customer support for the Cal-ITP MVP
- b. **Sacramento to Roseville Third Track Phase One** - As approved by the CCJPA Board in 2015 for clearing the California Environmental Quality Act (CEQA), the CCJPA is now in the final design phase and right-of-way acquisition phase. The project has achieved this now moving toward the 60% design level with Union Pacific Railroad (UPRR). The project was not selected in the most recent round (2021) of CRISI funding, but the good news is that the next round of CRISI funding for 2022 is far more substantial. The Notice of Funding Opportunity for this funding is out with applications due on December 1. Based on the debrief from FRA, we expect the project to be highly competitive for the first this round IJA CRISI funding.
- c. **Davis Crossover and Signal Replacement** - The design team has continued working with the Union Pacific Railroad (UPRR) to refine the track design for this project and has submitted the 60% design for review and approval. The City of Davis has begun continued construction on the project to modify the adjacent 2nd Street. The revised profile of 2nd Street will allow construction of the railroad track improvements without reducing the need for a retaining wall between the street and the railroad. Following completion of the track design, the UPRR will complete the signal design and construct the project. When complete, this project will provide a gateway to the future replacement of the Davis boarding platforms with a safer, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project has kicked off with a design team selected by Amtrak. Capitol Corridor staff will work to help coordinate the interests of the stakeholders to help ensure a successful project. Amtrak has developed a draft 30% design and will now begin the stakeholder engagement process.
- d. **Stege Crossover and Signal Upgrade** - The CCJPA is working with the UPRR to upgrade the crossovers and signal system at Stege, between Richmond and Berkeley. This project will improve on-time reliability by replacing the crossovers with higher-speed turnouts and by improving the reliability of the signal system. Union Pacific Railroad has completed construction on the first phase of this project (signal system replacement) and will embark on the crossover replacement soon.
- e. **Agnew Siding** - On the single-track section between Newark and San Jose, the Agnew Siding project will provide a new location to meet and pass trains near the Santa Clara Great America station. This new siding will significantly reduce delays which sometimes

happen when trains need to meet or pass in this area. The CCJPA design team is working on the 100% design of the project while pushing forward with utility relocations needed for this project. At the completion of the design and after the utility relocations are complete, the UPRR will construct the siding.

- f. **California Integrated Travel Project (Cal-ITP) Minimum Viable Product (MVP) -**
The CCJPA is poised to launch the MVP in February of 2023 with a select population of frequent Capitol Corridor customers who will try out the contactless method of travel payments. In areas of installation, finance, and marketing/communications, the CCJPA has made timely progress, primarily by entering into contracts from the California Department of General Services (DGS) procured vendors, the transit payment processor, and the bank payment processor (also from the DGS procurement). Now that key contracts are completed, CCJPA and our support consultants are working to coordinate the installation, financial, and marketing/communications. All CCJPA departments are involved in one form or another to deliver and support the project through these formative stages and are looking forward to the opportunities created under contactless payments and the overall Cal-ITP vision.

RECOMMENDATION

For information only.

SUPPLEMENTAL MATERIALS



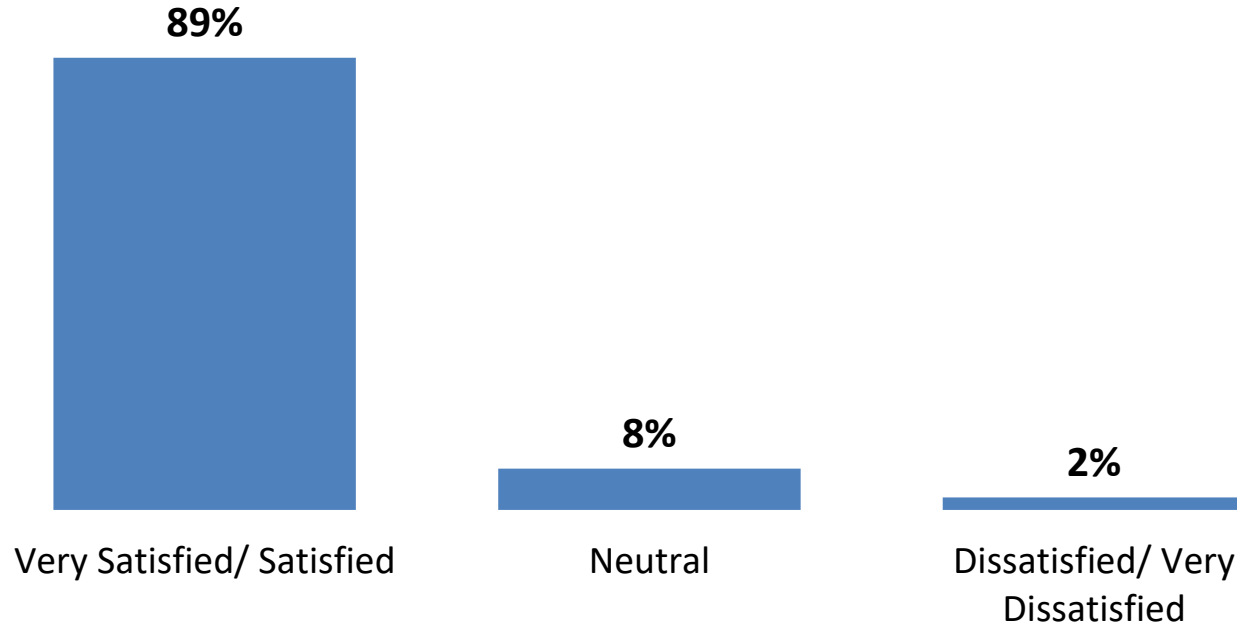
Capitol Corridor 2022 Onboard Survey Key Findings

Survey Details and Methodology

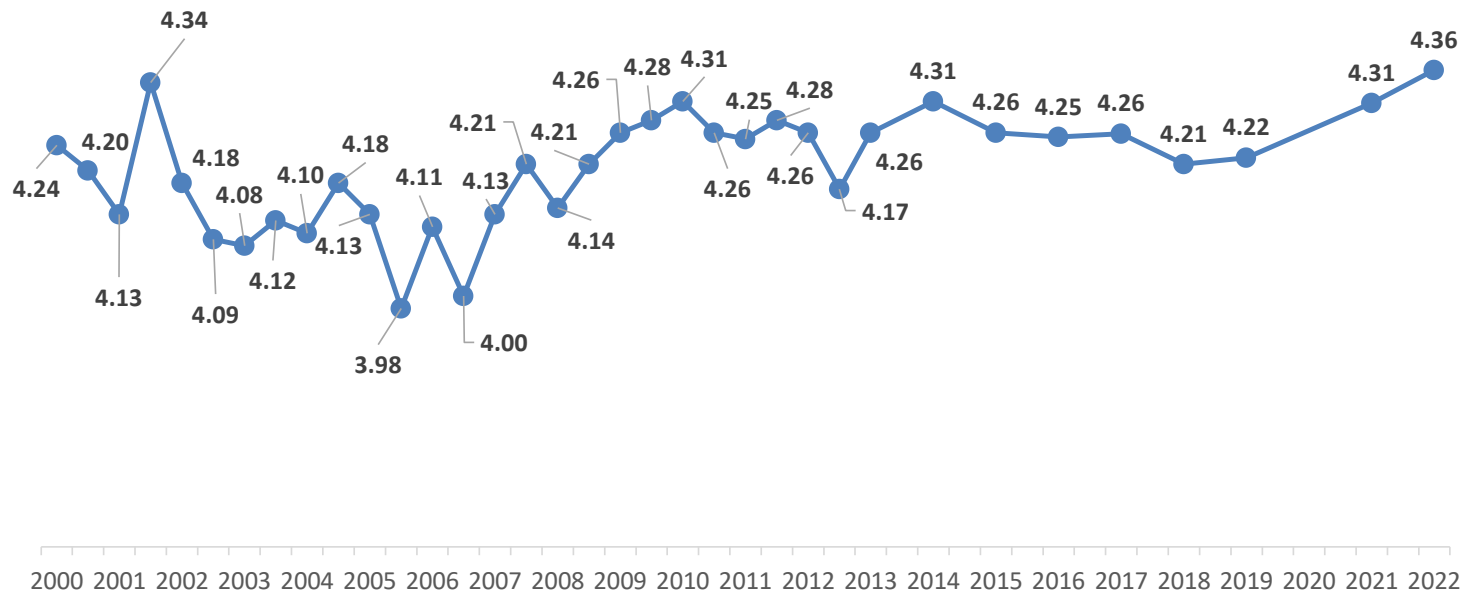
- Onboard rider survey
- Dates of fieldwork: June - July 2022
- Sample size: 1,017
- Margin of error: +/- 2.99%
- Questionnaire available in English, Spanish and Chinese
- Weekday and weekend surveying
- Conducted by experienced, professional interviewers
- Self-administered questionnaire

Overall Satisfaction

Considering both your onboard and station experience, how would you rate your overall experience on Capitol Corridor?



Overall Satisfaction – Year to Year Comparison



Overall Satisfaction Comparison

	2022	2021	2019	2018	2017
Very Satisfied	50%	55%	42%	41%	43%
Satisfied	39%	33%	43%	43%	43%
Dissatisfied	1%	1%	2%	2%	2%
Very Dissatisfied	1%	<1%	1%	1%	1%
Neutral	8%	8%	12%	13%	12%

Reason for Rating-Positive*

Why is that? (Customers who rated their satisfaction “Very Satisfied”)

N= 347

Reason	%
Comfortable/Quiet/Relaxing ride	29%
Train/Station is clean/well maintained	29%
Helpful/Courteous/Friendly personnel	28%
Reliable/On-time	23%
Convenient/Easy	8%

*Multiple answers accepted, only the top five reasons are shown, see tables for complete list

Reason for Rating-Neutral or Dissatisfied*

Why is that? (Customers who rated their satisfaction “Neutral or Dissatisfied”)

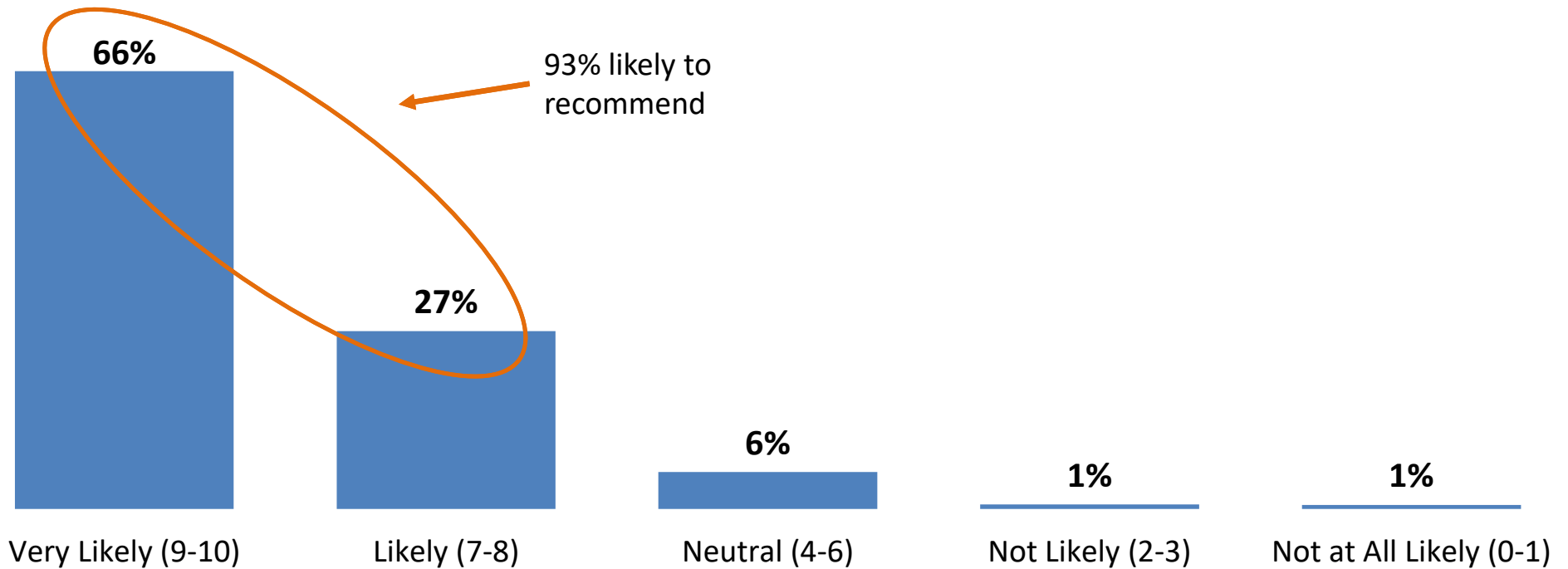
N= 82

Reason	%
Not reliable/Not on-time/Too many delays	20%
Poor/Confusing Signage/Station Announcements/Difficult To Find Train	18%
Stations Old/Not Maintained/Dirty/Unsafe	12%
Too crowded/Need more cars	9%
Personnel are unhelpful/rude	9%

*Multiple answers accepted, only the top five reasons are shown, see tables for complete list

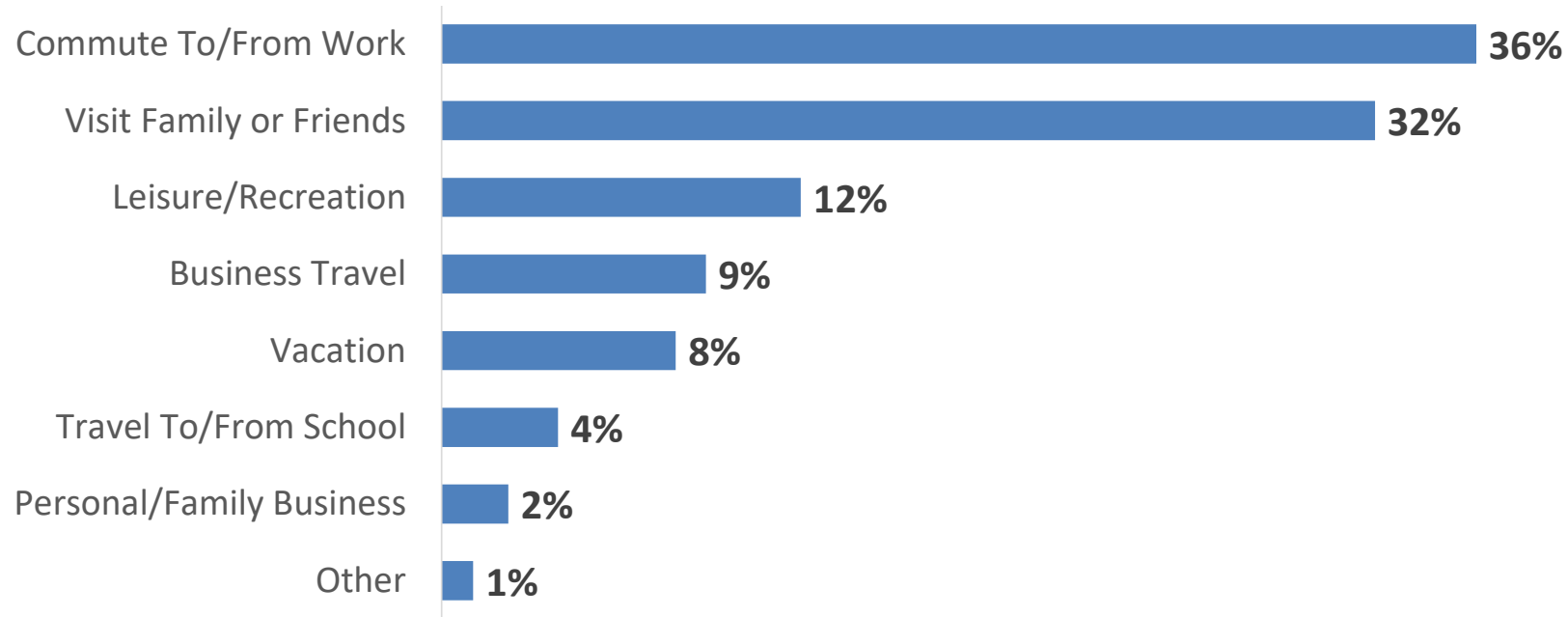
Recommendation

How likely are you to recommend Capitol Corridor to a friend or colleague?



Trip Purpose

What was the main purpose of this trip ?
(Multiple responses accepted)



Alternatives to Capitol Corridor

If Capitol Corridor was not available, how would you travel to your destination?

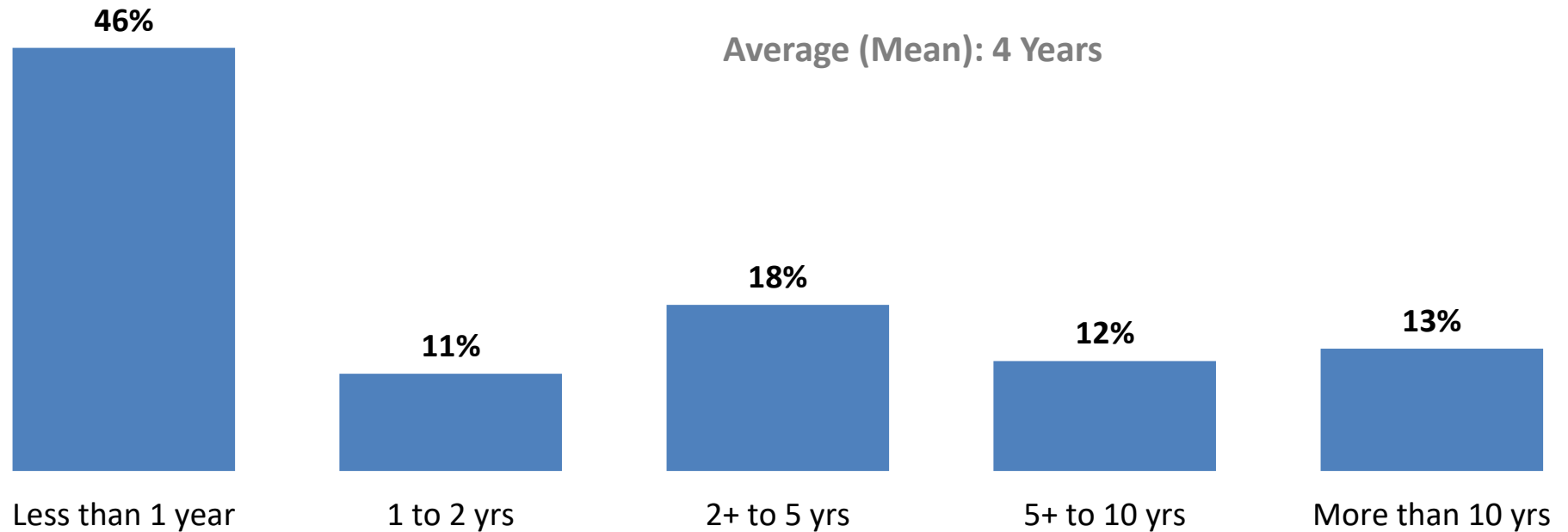
Reason	%
Would not make trip (exclusive)	11%
Auto/Drive alone	60%
Bus	19%
Carpool/Rideshare	15%
BART	3%
Fly	1%
Other	2%

11% of riders are transit-dependent – as they would not be able to make their current trip without Capitol Corridor

However, 60% (nearly two-thirds) are “choice” riders who would otherwise use their vehicle for the surveyed trip. This indicates that Capitol Corridor helps reduce the total number of auto trips in the region.

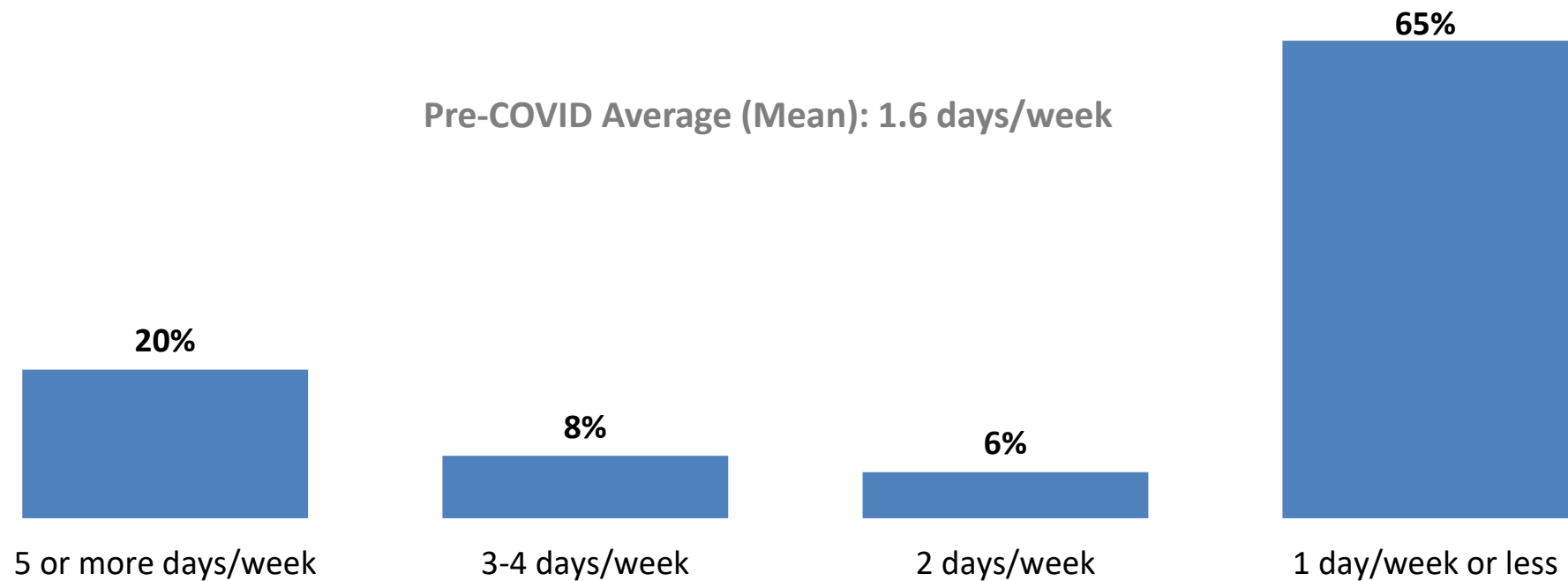
How long using Capitol Corridor

How long have you been using Capitol Corridor?



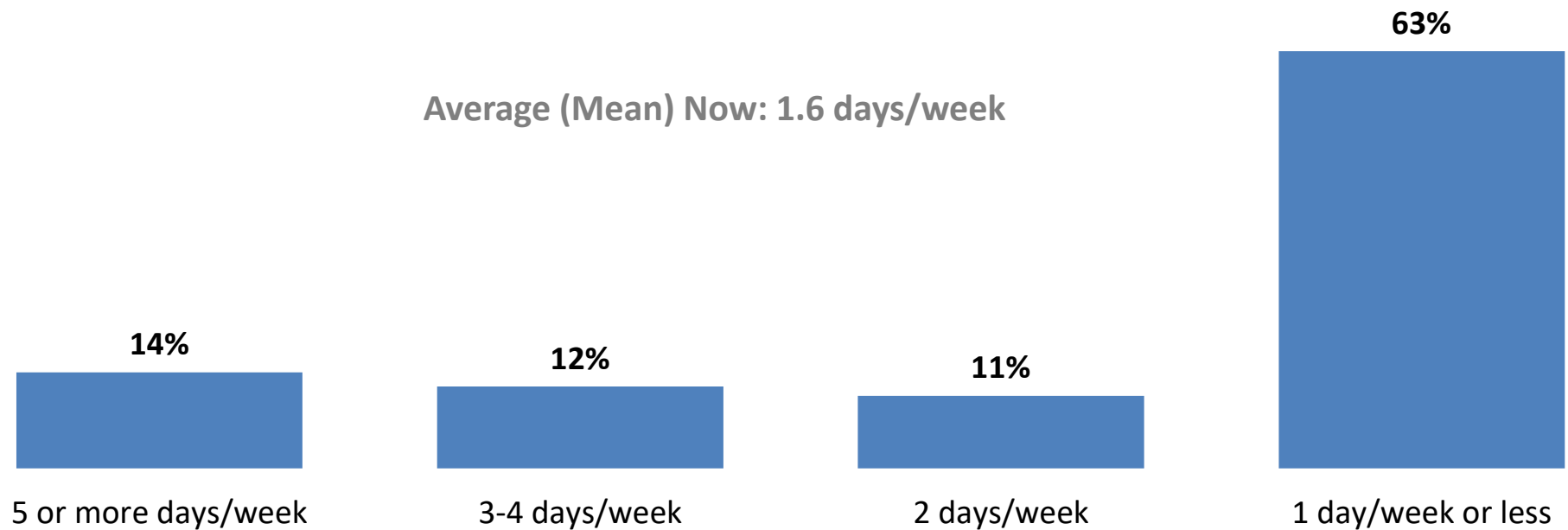
How often using Capitol Corridor – Prior to Covid

About how often do you use Capitol Corridor prior to the Pandemic? (N=509)



How often using Capitol Corridor - Now

About how often do you use Capitol Corridor now? (N=802)



Access/Egress – All Riders

How did you get to the train? (Multiple responses accepted)

Access	%
Car (Net)	66%
Walk	12%
Bike	7%
Public Transit (Net)	23%
All Other	5%

How will you get to your final destination? (Multiple responses accepted)

Egress	%
Car (Net)	65%
Walk	16%
Bike	7%
Public Transit (Net)	20%
All Other	4%

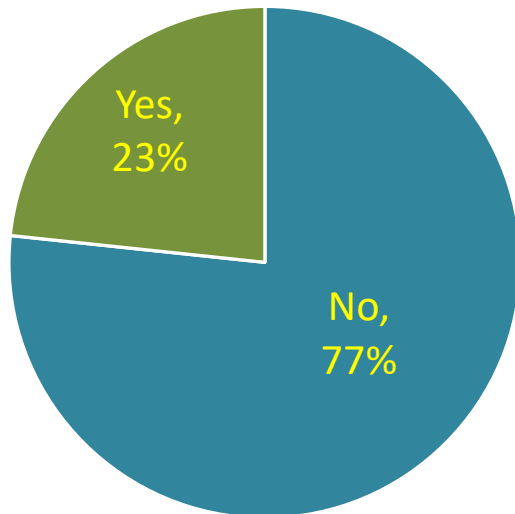
Capitol Corridor Tickets

Ticket type	2022	2021	2019	2018	2017
One way	46%	42%	25%	26%	29%
Round Trip	26%	26%	25%	23%	23%
Monthly	14%	18%	32%	31%	30%
10 ride / 45 day	13%	13%	18%	20%	17%
Other	1%	1%	1%	1%	1%

How paid	2022
Credit/Debit card	70%
Apple Pay / Google Pay / Paypal Or Similar	16%
Employer (Pretax Or Subsidized Account Card)	9%
Other	4%

Alternative Capitol Corridor Tickets

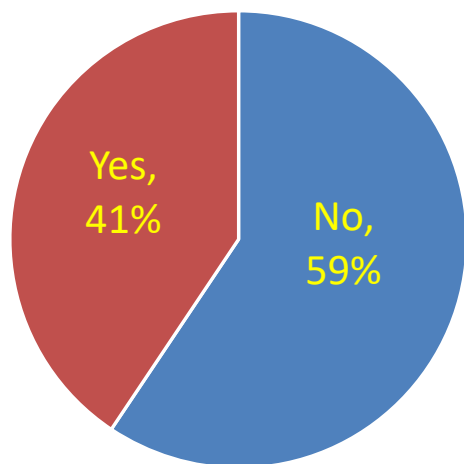
Are there any other types of tickets Capitol Corridor should offer?



Ticket Type Suggestion - Top Responses (Multiple responses accepted)	%
More Multi-ride Ticket/Passes (20 Ride, 30 Ride, Etc.)	23%
Senior/Youth/Disabled/Student/Low Income Discount	13%
Longer Time/No Expiration To Multi-ride Tickets/Passes	12%
Profession Based Discount (Federal, City, Leo, Etc.)	8%
Group/Bring A Friend/Family Ticket/Discount	7%
Commuter/Frequent Rider Pass/Discount	7%

Capitol Corridor Research

When planning this trip, did you research any transportation information?



Where did you research this information? - Top Responses (Multiple responses accepted)	%
Amtrak website	41%
Internet search	23%
Online (General)	15%
Amtrak App	14%
Capitol Corridor website	5%
Google Maps	4%

Where did you first hear about Capitol Corridor Service? (multiple responses accepted)	%
Friends or family	48%
Internet search or Online advertisement	32%
Employer or co-worker	14%
Live/work near station/Saw the train	5%
Amtrak staff/website	2%
Other	5%

Usage and Demographics

- 41 Years old (average)

Average income:

- Weekday riders
\$109,522
- Weekend riders
\$65,428

Home location

Top Counties

1. Sacramento (27%)
2. Alameda (14%)
3. Solano (9%)
4. Yolo (9%)
5. Santa Clara (8%)

Boarding Station

Top Stations

1. Sacramento (33%)
2. Emeryville (12%)
3. San Jose Diridon (11%)
4. Davis (8%)
5. Martinez (6%)
6. Richmond (6%)
7. Oakland – JLS (6%)

Alighting Station

Top Stations

1. Sacramento (27%)
2. Emeryville (10%)
3. Davis (10%)
4. San Jose Diridon (9%)
5. Oakland – JLS (8%)
6. Berkeley (6%)
7. Martinez (6%)