



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS**

Wednesday February 13, 2019

10 a.m.

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

A simultaneous conference call will take place at:

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|--|
| Santa Clara Valley Transportation Authority (VTA) 3331 North First Street, San Jose, CA |
| San Francisco Bicycle Coalition 1720 Market Street, San Francisco, CA |
| Yolo County Board of Supervisors District 2 Office 600 A Street, Suite B, Davis, CA |

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Consent Calendar *Action*
 - 1. Minutes of the November 14, 2018 Meeting
 - 2. REVISED: CCJPA Board 2019 Meeting Schedule
 - 3. LED Station Lighting Upgrade Phase II (Richmond and Martinez Stations)
 - 4. Security Fence Installation at Roseville and Richmond
- V. Action and Discussion Items
 - 1. Annual Business Plan (FY 2019/20 – FY 2020/21) *Action**
 - 2. Legislative Matters/Governor’s Draft FY 19/20 Budget *Action*
 - 3. CCJPA Train Station Policy *Action*
 - 4. Support for Placer County TPA Application for Placer-Sacramento Corridor Mobility Plan *Action*
 - 5. Renewable Diesel Pilot Program – Phase 2 *Action*
 - 6. UPDATED BUDGET Second Transbay Rail Crossing – Contract II *Action*
 - 7. Quarterly Status Report: Programmed Capital Projects and New Vehicles *Info*
 - 8. Managing Director’s Report *Info*
 - 9. Work Completed *Info*
 - a. Capitol Corridor Annual Performance Report (FY 2018)
 - b. Station Security Cameral Project
 - c. CCJPA Annual Independent Audit (FY 2018)
 - d. Auburn Wayside Power Project
 - e. Marketing Activities (November 2018 – January 2019)
 - 10. Work in Progress *Info*
 - a. On-Board Information System Project (OBIS)
 - b. CCJPA Bike Access Program
 - c. Auburn Platform Security Upgrades
 - d. Upcoming Marketing and Communications Activities
- VI. Board Director Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., April 17, 2019 at City Council Chambers, Martinez, CA

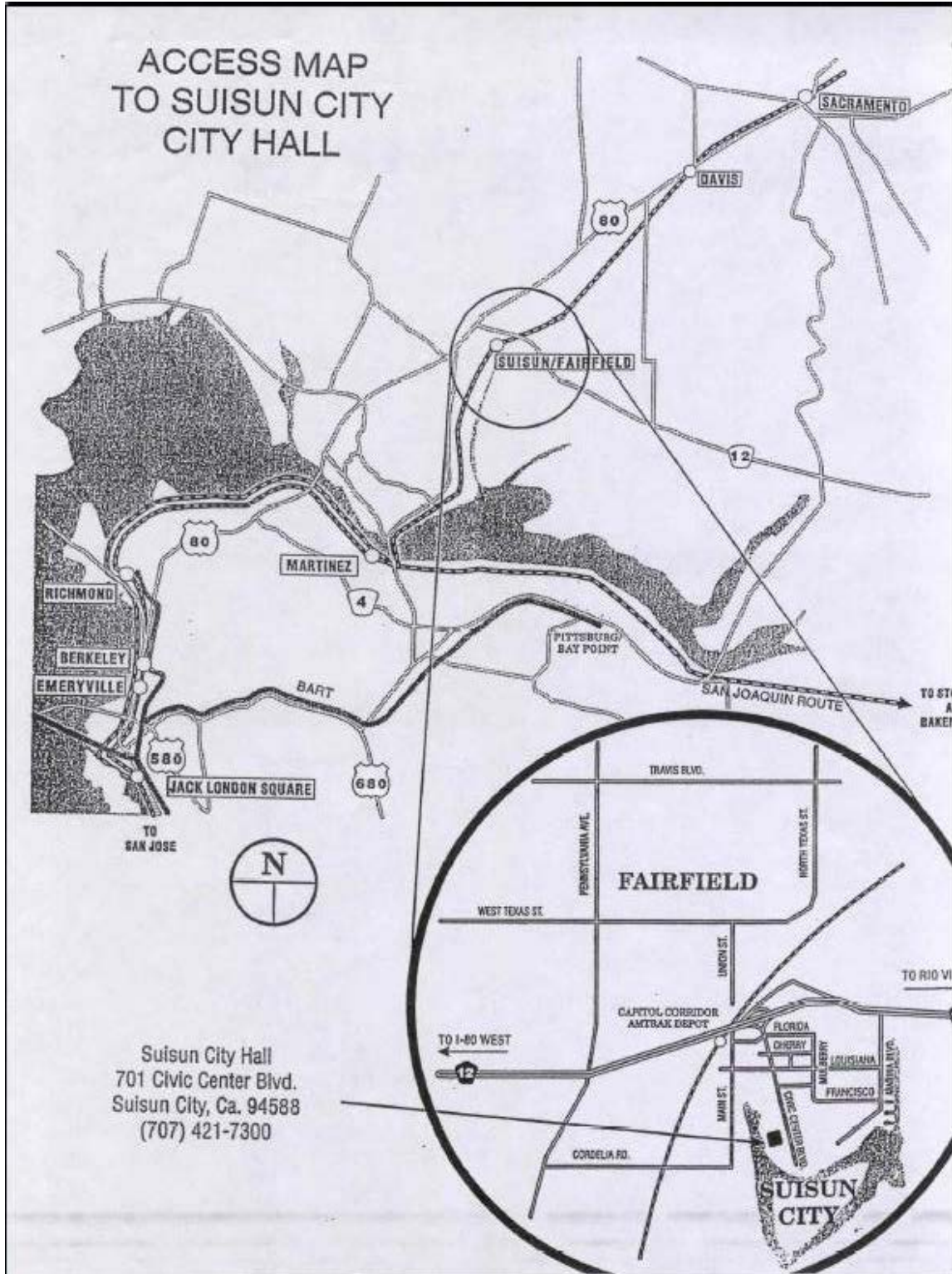
Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is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

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

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

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

**MAP
DIRECTIONS TO SUISUN CITY HALL**



CAPITOL CORRIDOR JOINT POWERS AUTHORITY
Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors
Minutes of the 111th Meeting
November 14, 2018

The 111th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 11:00 a.m., Wednesday, November 14, 2018, via simultaneous teleconference at the BART Board Room, 2040 Webster Street, Oakland, California; Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, California; 3500 Larchmont Drive, Fairfield, California; Sacramento New City Hall, 915 I Street, Fifth Floor Room 5227, Sacramento, California; and Santa Clara Valley Transportation Authority, 3331 North First Street, San Jose, California. Chair Lucas Frerichs presided; Patricia K. Williams, Recording Secretary.

I. Call to Order. Chair Frerichs called the meeting to order at 11:04 a.m.

II. Roll Call and Pledge of Allegiance.

Directors present in Oakland: Chair Lucas Frerichs, Yolo County Transportation District (YCTD); Don Saylor, YCTD; Debora Allen, San Francisco Bay Area Rapid Transit District (BART); Robert Raburn, BART; and Rebecca Saltzman, BART.

Directors present in Auburn: Jim Holmes, Placer County Transportation Planning Agency (PCTPA); and Bridget Powers, (PCTPA) (Alternate).

Director present in Fairfield: Harry Price, Solano Transportation Authority (STA).

Directors present in Sacramento: Jeff Harris, Sacramento Regional Transit District (SRTD); and Steve Miller, SRTD.

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

Absent: Directors Susan Rohan, PCTPA (Alternate attended in stead); Nicholas Josefowitz, BART; Joel Keller, BART; and Jim Sperring, STA.

Directors Raul Peralez, SCVTA, and Bevan Dufty, BART, entered the Meeting later.

III. Report of the Chair. Chair Frerichs noted that the written Report of the Chair was available and invited comments or questions. No comments were received.

Director Peralez entered the Meeting in San Jose.

1. Election of Chair and Vice-Chair (2-Year Term: 2019-2020). Chair Frerichs reported the nominating ad hoc sub committee recommended electing Rebecca Saltzman for Chair and Don Saylor for Vice-Chair of the CCJPB for the 2019-2020 term. Director Raburn moved that Rebecca Saltzman be elected Chairperson and Don Saylor be elected Vice-Chairperson of the CCJPB for the 2019-2020 term. Director Allen seconded the motion, which carried by unanimous roll call vote. Ayes: 12 – Directors Frerichs, Harris, Miller, Holmes, Saylor, Peralez, O'Neill, Allen, Raburn, Saltzman, Price, and Powers. Noes: 0. Absent: 4 – Directors Dufty, Josefowitz, Keller, and Sperring.

IV. Consent Calendar. Director Raburn moved adoption of Item IV.1, Minutes of the September 19, 2018 Meeting; Item IV.2, CCJPA Board 2019 Meeting Schedule; Item IV.3, Resolution No. 18-21, In the Matter of Authorizing a Revised Budget for Phase II of the California Integrated Travel Program Project; and Item IV.4, Resolution No. 18-22, In the Matter of Authorizing Funding for the Station Informational Sign Project Phase II. Director Saltzman seconded the motions.

Mike Barnbaum addressed the Board.

The 2019 Meeting Schedule was discussed.

Director Dufty entered the Meeting.

The motions carried by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Saylor, Peralez, O’Neill, Allen, Dufty, Raburn, Saltzman, Price, and Powers. Noes: 0. Absent: 3 – Directors Josefowitz, Keller, and Spering.

V. Action and Discussion Items.

1. Capitol Corridor Annual Performance Report (FY 18). Mr. David Kutrosky, Managing Director, gave a presentation on the Capitol Corridor Annual Performance Report for Federal Fiscal Year 2018, highlighting ridership, revenue, fare box ratio, reliability, customer satisfaction, and the capital improvement program. Ms. Priscilla Kalugdan, Marketing Manager, briefly explained the new format for the report, noting that the shift from narrative to infographic style would increase the visibility of achievements as well enhance ease of sharing the report on social media. The item was discussed. Director Saltzman moved adoption of Resolution No. 18-23, In the Matter of Approving the Capitol Corridor Annual Performance Report (FY 2018). Director Dufty seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Saylor, Peralez, O’Neill, Allen, Dufty, Raburn, Saltzman, Price, and Powers. Noes: 0. Absent: 3 – Directors Josefowitz, Keller, and Spering.
2. Second Transbay Rail Crossing – Contract I: Updating the Business Case. Mr. Kutrosky and Ms. Ellen Smith, BART Group Manager of Planning, gave a presentation on the proposed second transbay rail crossing between San Francisco and the East Bay. The item was discussed. Director Harris moved adoption of Resolution No. 18-24, In the Matter of Authorizing a Contract to Analyze the Economic Impact of a Second Transbay Rail Crossing by the Bay Area Council Economic Institute. Director Dufty seconded the motion. Discussion continued. The motion carried by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Saylor, Peralez, O’Neill, Allen, Dufty, Raburn, Saltzman, Price, and Powers. Noes: 0. Absent: 3 – Directors Josefowitz, Keller, and Spering.
3. Legislative Matters. Mr. Kutrosky gave a brief overview of the legislative matters affecting Capitol Corridor service, noting that Proposition 6 had failed in the recent state election and that Assembly Bill 2034 (Kalra) – Human Trafficking Training/Rail Transit Agencies, had passed, and that the Continuing Resolution on the federal 2019 budget would expire on December 6. The item was discussed.

Chair Frerichs introduced Resolution No. 18-27, In the Matter of Recognition of Thomas M. Hannigan for His Contribution to the Capitol Corridor Service, noting that Mr. Hannigan was instrumental in the creation of the Capitol Corridor Joint Powers Authority. Director Dufty moved adoption of Resolution No. 18-27. Director Saltzman seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Saylor, Peralez, O’Neill, Allen, Dufty, Raburn, Saltzman, Price, and Powers. Noes: 0. Absent: 3 – Directors Josefowitz, Keller, and Spering.

4. CCJPA DBE Program (Federal Grants and Contracts). Mr. Kutrosky reported that the CCJPA would be required to adopt a Disadvantaged Business Enterprise (DBE) program to be eligible to receive federal funds and recommended that the Board adopt BART’s DBE Program as the CCJPA’s DBE Program. Mr. Kutrosky introduced Resolution No. 18-26, In the Matter of Adopting a Disadvantaged Business Enterprise (DBE) Program. The item was discussed. Mr. Maceo Wiggins, BART Department Manager of Office of Civil Rights, addressed the Board. Discussion continued. Director Raburn moved adoption of Resolution No. 18-26. Multiple Directors seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Frerichs, Harris, Miller, Holmes, Saylor, Peralez, O’Neill, Allen, Dufty, Raburn, Saltzman, Price, and Powers. Noes: 0. Absent: 3 – Directors Josefowitz, Keller, and Spering.
5. CCJPA Train Station Policy [Update by CCJPA Board Ad Hoc Subcommittee]. Mr. Kutrosky noted that the CCJPA Board Ad Hoc Subcommittee had reviewed and updated the Train Station Policy. Mr. Kutrosky noted that the Subcommittee had met on multiple occasions and a summary report was included in the agenda materials. Mr. Kutrosky indicated that staff would return to the Board with a draft updated policy. The item was discussed.
6. Update: Programmed Capital Grants. Deputy Managing Director Robert Padgette provided an update on Active Capital Projects. Mr. Padgette noted that the Oakland-San Jose Service Improvement project had been released while additional funding was being identified; that there was an active procurement in place to establish initial staffing for the California Integrated Travel Program project; the Sacramento/Roseville Third Track project was moving into the 25% design phase and survey work was pending; and that a Request for Proposal for the replacement of the Passenger Information Display System had been issued. The update was discussed.
7. Managing Director’s Report. Mr. Kutrosky reported that Positive Train Control was installed on all trains. Mr. Kutrosky also reviewed performance measures, ridership, service during Thanksgiving, revenue, weekend discounts, the signal

upgrades project, abatement/right-of-way cleanup, reduction in fatalities, statewide working group meetings and phone calls to discuss “hot topics,” fleet management, technology projects, and customer satisfaction. The Managing Director’s Report was discussed.

8. Work Completed and 9. Work in Progress. Chair Frerichs invited questions or comments from the Board on Items 8 and 9. Director Peralez commented on the National Hockey League All Star game, occurring from January 24, 2019 to January 27, 2019. Director Raburn inquired about the function of the light timed-transfer system at Richmond Station and commented on the bicycle access rack improvements and better integration of fare mechanisms. Vice-Chair Saltzman requested a proposal from staff regarding bike share promotion. Chair Frerichs commented on his recent trip to the Netherlands, Vice-Chair Saltzman’s comments, and the issue of bike storage capacity on trains.

VI. Board Director Reports. Chair Frerichs invited Board member reports. Director Saltzman thanked Chair Frerichs and Directors Keller and Josefowitz for their service. Chair Frerichs thanked Vice-Chair Saltzman for her recognition.

VII. Public Comments. Chair Frerichs invited comment from the public. Mike Barnbaum addressed the Board.

VIII. Adjournment. The meeting adjourned at 12:27 p.m. Next Meeting Date: 10:00 a.m., February 13, 2019, at City Council Chambers, Suisun City Hall, 701 Civic Center Boulevard, City of Suisun City, California 94585.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: REVISED: 2019 CCJPA BOARD OF DIRECTORS MEETING SCHEDULE

PURPOSE

For the CCJPA Board to adopt a revised meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors during Calendar Year 2019.

BACKGROUND

Based on input and comments received on the schedule for the CCJPA Board meetings in Calendar Year 2019 at the November 14, 2018 CCJPA Board Meeting, staff has added a meeting location in Santa Clara County for the CCJPA Board Meeting on November 20, 2019. Staff is working on the exact location and time of this Board meeting.

| Date | Time | Location |
|--------------------|-------------|---|
| February 13, 2019 | 10:00 am | Suisun, City Council Chambers * Business Plan Adoption |
| April 17, 2019 | 9:00 am | Martinez, City Council Chambers |
| June 19, 2019 | 11:00 am | Oakland, BART Boardroom |
| September 18, 2019 | 10:00 am | Sacramento, City Council Chambers |
| November 20, 2019 | 10:30 am | Santa Clara County (Location TBD) |

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the 2019 revised meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors.

Motion: The CCJPA Board adopts the attached meeting schedule.



**2019 Meeting Schedule - Revised
CCJPA Board of Directors**

| Date | Time | Location |
|--------------------|-------------|--|
| February 13, 2019 | 10:00 am | Suisun City, City Council Chambers * Business Plan Adoption |
| April 17, 2019 | 9:00 am | Martinez, City Council Chambers |
| June 19, 2019 | 11:00 am | Oakland, BART Boardroom |
| September 18, 2019 | 10:00 am | Sacramento, City Council Chambers |
| November 20, 2019 | 10:30 am | Santa Clara County (Location TBD) |

* 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: February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: LED STATION LIGHTING UPGRADE PHASE II

PURPOSE

For the CCJPA Board to approve the upgrade of station lighting to use LED lights at Richmond and Martinez stations.

BACKGROUND

The Capitol Corridor staff have been working with Amtrak to develop improvements to station lighting at the Richmond and Martinez stations to include LED lighting. These improvements would continue the upgrades previously performed at the Roseville and Great America stations. The proposed improvements would:

- Replace older-design station lighting with modern high efficient LED lighting
- Reduce energy usage and thus reduce related greenhouse gas emissions
- Reduce fugitive light emissions by using fixtures that automatically reduce lighting levels during periods of inactivity and by using more carefully focused lighting
- Improve safety, security, and lighting consistency by utilizing long-life LED fixtures that will require less maintenance and be subject to fewer failures

The estimated cost of these improvements is \$250,000. Staff has identified \$250,000 in FY 17 and FY 18 Minor Capital Improvement Funds (included in the adopted FY 17 and FY 18 budgets) to finance these improvements.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$250,000 to construct improvements to station lighting at Richmond and Martinez stations, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions 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 Funding for the
LED Lighting Upgrade Phase II /

Resolution No. 19-01

WHEREAS, platform lighting has been upgraded previously to use LED lighting at Roseville and Santa Clara – Great America stations; and

WHEREAS, in the interest of energy efficiency and passenger safety and convenience, the Capitol Corridor wishes to upgrade platform lighting to use LED lighting at Richmond and Martinez stations; and

WHEREAS, energy usage and resulting greenhouse gas emissions will be reduced by utilizing new higher efficiency LED lighting fixtures; and

WHEREAS, safety, security and lighting consistency will be improved by utilizing long-life LED fixtures; and

WHEREAS, staff has identified \$250,000 in FY 17 and FY 18 Minor Capital Improvement (MCIP) Funds Staff has identified \$250,000 in FY 17 and FY 18 Minor Capital Improvement Funds (included in the adopted FY 17 and FY 18 budgets) to finance these proposed LED-lighting improvements at the Martinez and Richmond Capitol Corridor/Amtrak stations; and

RESOLVED, that the CCJPA Board does hereby approve a budget of \$250,000 for the Project, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions for the implementation of the Project.

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

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| ACTION: | DATE: | ATTEST: |
|----------|-------|--|
| Ayes: | | _____ Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: SECURITY FENCE INSTALLATION AT ROSEVILLE AND RICHMOND

PURPOSE

For the CCJPA Board to approve the installation of right-of-way security fencing at Roseville and Richmond.

BACKGROUND

The Capitol Corridor staff have been working with Union Pacific Railroad to identify locations where right-of-way security improvements are needed to protect the safety of Capitol Corridor trains, crews and passengers. The proposed improvements would:

- Construct fencing to secure the right-of-way in areas where trespassing has been a problem in the Roseville and Richmond areas
- Reduce the potential for injuries, train delays and damage due to trespasser or debris strikes
- Improve the appearance of the right-of-way by limiting the potential to accumulate debris and dumping along the tracks

The estimated cost of these improvements is \$250,000. Staff has identified \$250,000 in FY 17 and FY 18 Minor Capital Improvement Funds (from the approved FY 17 and FY 18 budgets) to finance these improvements.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of not-to-exceed \$250,000 to construct right-of-way security fencing in Roseville and Richmond areas, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions to implement 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 Funding for the
Security Fence Installation in Roseville and Richmond /

Resolution No. 19-02

WHEREAS, for the safety of Capitol Corridor trains and passengers, fencing is needed to limit trespassing on the rail Right-of-Way (ROW); and

WHEREAS, ROW security fencing will reduce the potential for injuries, train delays and damage due to trespasser or debris strikes; and

WHEREAS, ROW security fencing will limit the potential to accumulate debris and dumping along the tracks; and

WHEREAS, staff has identified \$250,000 in FY 17 and FY 18 Minor Capital Improvement Funds from the approved FY 17 and FY 18 budgets to finance these security fence improvements; and

RESOLVED, that the CCJPA Board does hereby approve a budget of \$250,000 for the Project, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions to implement the Project.

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

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| ACTION: | DATE: | ATTEST: |
|----------|-------|---|
| Ayes: | | <hr style="width: 100%;"/> Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 5, 2018

FROM: David B. Kutrosky, Managing Director

SUBJECT: CCJPA FY 2019-20 – FY 2020-21 ANNUAL BUSINESS PLAN

PURPOSE

For the CCJPA Board to approve the CCJPA FY 2019-20 – FY 2020-21 Business Plan Update (February 2019).

BACKGROUND

The Draft FY 2018-19 – FY 2019-20 Annual Business Plan (ABP) was released for public review on January 19, 2019. Public workshops for the ABP were held January 22-25. Comments received during the public review process, and any input, as appropriate, has been incorporated in the document. (A compilation of comments from the public and from the workshops was sent under separate cover.) Upon approval by the CCJPA Board, the ABP, as revised, will be finalized and submitted to the Secretary of the California State Transportation Agency (CalSTA) by April 1, 2019, in accordance with the CCJPA's enabling legislation.

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

The CCJPA's funding request in the ABP for FY 19-20 follows an annual trend of reduced budgets with a decrease of -2.1% [\$701,000] compared to the CCJPA's FY 18-19 budget due to projected ridership/revenue growth that offset increases in fuel and labor expenses.

The ABP focuses on ensuring a secure and superior experience for the Capitol Corridor be it onboard the trains and at the stations, all the while delivering a reliable, safe and frequent service plan for the Capitol Corridor trains. The CCJPA, working with its service partners, remain focused on safety and build upon the successful implementation of the Positive Train Control (PTC) system safety signaling technology on the Capitol Corridor trains. Improving reliability will be another primary focus of the CCJPA as we continue to be engaged with Union Pacific Railroad (UPRR) and Amtrak to expeditiously address areas where delay minutes reduce on-time performance below agreed-to performance standards.

As presented in Section 9 of the ABP, the operating budgets for FY 19-20 and FY 20-21 were developed using historical operating costs, recent service improvements (new Fairfield/Vacaville Station and completion of the Travel Time Savings Project), and service data/metrics. Amtrak is expected to provide its final estimates (operating expenses, ridership and revenues) for FY 2019-20 in late Spring 2019, at which time, staff will update the budget as necessary and then will forward to CalSTA. This budget update and any other changes will be included in the FY 2020 CCJPA/Amtrak operating contract (effective October 1, 2019), which will be presented to the CCJPA Board for adoption at its September 18, 2019 meeting.

RECOMMENDATION

It is recommended that the CCJPA Board approve the CCJPA FY 2019-20 – FY 20-21 Annual Business Plan and submit a copy of the Annual Business Plan to the Secretary of CalSTA. (Approval of the Business Plan Update requires an affirmative vote of at least two-thirds (11) of the appointed members.)

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the State Fiscal Year 2019-20 – FY 2020-21
Business Plan Update for the Capitol Corridor Service
For the Capitol Corridor Joint Powers Authority /

Resolution No. 19-03

WHEREAS, the CCJPA staff have prepared a Draft FY 2019-20– FY 2020-21 Business Plan Update (“Business Plan Update”), held a series of public workshops to solicit input from between January 22-25, and received comments, which, as appropriate, were incorporated into the draft document; and

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

WHEREAS, the CCJPA Board acting for and on behalf of the CCJPA has prepared for the CalSTA a Business Plan Update for the Capitol Corridor Service for State FY 2019-20 – FY 2020-21 in the form appended hereto; and

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

RESOLVED, that the CCJPA Board does hereby approve and adopt the FY 2019-20 – FY 2020-21 Business Plan Update for the Capitol Corridor Service.

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

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| ACTION: | DATE: | ATTEST: |
|----------|-------|---|
| Ayes: | | <hr style="width: 100%;"/> Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

Legislative Matters

State Legislative Matters

FY 19-20 Draft State Budget

As of this writing, Governor Newsom released his first draft budget as governor on January 10, 2019. While details are not yet available, it appears that capital funding for the State's intercity passenger rail (IPR) services will increase for directly-allocated annual SB1 State Rail Assistance as well as the Transit Intercity Rail Capital Program (TIRCP) funds (combination of Cap and Trade auction revenues and increased Vehicle License Fees (VLF)). A full update will be provided in next month's report.

The Budget estimates the State Transit Assistance (STA) Program would receive approximately \$876 million in 2019-20, an increase of almost \$100 million over the current year. Intercity and Commuter Rail would receive an estimated \$297 million in the coming fiscal year. Cap and Trade funding will provide an additional \$121 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program will receive SB 1 funds and Cap and Trade revenues totaling \$486 million in 2019-20. This funding will be used to fund the existing multi-year program of projects announced in 2018. The FY 2019-20 state operating support for the three state-supported services (Capitol Corridor, Pacific Surfliner, and San Joaquins) is projected to be the same as last year at \$13 million.

Notably, the budget sets the stage for a discussion on tying transportation funds to housing production. In his press conference, the Governor stated that, "if you're not hitting your housing goals, you're not getting your SB 1 money." He noted that the implementation of this policy was still a few years off.

Federal Legislation and Funding

Proposed Federal FY 19 Budget

The Continuing Resolution (CR) that expired on December 21, 2018 was not extended, resulting in a partial shutdown of the federal government. When issues that caused the shutdown are resolved, it is anticipated that a compromise "conference" report will be developed for FY 19 based on budgets from the two Appropriations Committees. (See table below.)

| Passenger Rail Programs (in millions) | FY 2018 Approps | FY 2018 vs FY 2017 Approps | FY 2019 FAST ACT Authorized | FY 2019 Proposed House Approps | FY 2019 Proposed Senate Approps | House vs Senate FY 2019 Proposed Approps |
|--|-----------------|----------------------------|-----------------------------|--------------------------------|---------------------------------|--|
| Northeast Corridor | \$ 650 | + 322 | \$ 557 | \$ 650 | \$ 650 | 0 |
| Routes) | \$ 1,292 | + 133 | \$ 1,143 | \$ 1,292 | \$ 1,292 (\$50*) | 0 |
| Amtrak Total: | \$ 1,942 | + 455 | \$ 1,700 | \$ 1,942 | \$ 1,940 | 0.00 |
| CRISI Grants | \$ 593 | + 525 | \$ 255 | \$ 300 | \$ 255 | 45.00 |
| SOGR Grants | \$ 250 | + 225 | \$ 300 | \$ 500 | \$ 300 | 200.00 |
| R&E Grants | \$ 20 | + 15 | \$ 22 | \$ - | \$ 10 | -10.00 |
| Maglev | - | | - | \$ 150 | \$ - | 150.00 |
| Total Passenger Rail | \$ 2,805 | + 1,220 | \$ 2,275 | \$ 2,892 | \$ 2,505 | 385.00 |
| *Denotes funding for State Supported Route Safety Technology | | | | | | |

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: CCJPA TRAIN STATION POLICY

PURPOSE

For the CCJPA Board to approve proposed revisions to the CCJPA Train Station Policy recommended by members of the CCJPA Board Ad Hoc Subcommittee.

BACKGROUND

In a series of meetings held on June 18, August 29, and November 5, and January 30, the CCJPA Board Ad Hoc Subcommittee developed a proposed set of revisions to the Capitol Corridor Train Station Policy that was first adopted in 1999 and last revised in June 2006. The most recent version of the Policy (June 2006) established an expectation for projected ridership, recommended station amenities, and included a requirement to offset travel time impacts of a new station with other system improvements. As the Capitol Corridor train service has continued to be successful in growing service levels and increasing ridership, reliability, customer satisfaction, and overall performance safety, there has been an increased interest in new stations by local communities along the route. While the Policy developed in 2006 has proved helpful in guiding the evaluation of potential new stations, the CCJPA Board recognized the need to modernize the Policy and requested that the Ad Hoc Committee recommend revisions. The Ad Hoc Committee developed a comprehensive set of revisions to the policy consisting of the following:

- An update of the station amenities requirements to include an explicit expectation that a station is designed to support access by all modes
- Clarification that proposed new station ridership projections must meet a minimum threshold based on an approved CCJPA model and approach
- Affirmation of a minimum average ridership per train with an added consideration of the length of trips for those stations near the threshold
- Establishment of a formal probationary status for stations failing to meet minimum ridership standards with expectations for a detailed plan to increase ridership
- An option for the CCJPA Board to reduce service at a station if it fails to meet ridership expectations over a period of three years
- Clarity on the process for jurisdictions to propose, evaluate and receive CCJPA Board support for new stations

A detailed proposal is shown in the attachment.

RECOMMENDATION

The CCJPA Board Ad Hoc Committee recommends adopting the revised CCJPA Station Policy as shown in the attached.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Updated CCJPA Train Station Policy/

Resolution No. 19-04

WHEREAS, the CCJPA first adopted a CCJPA Train Station Policy in 1999, and revised such policy in 2006; and

WHEREAS, since that time, the Capitol Corridor train service has continued to be successful in growing service levels and increasing ridership, reliability, customer satisfaction, and overall performance reliability and safety, and with this success there has been an increased interest in new stations by local communities along the route; and

WHEREAS, there is a recognition by the CCJPA Board of the need to modernize the Policy; and

WHEREAS, the CCJPA Board Ad Hoc Subcommittee, at the request of the CCJPA Board, has prepared a recommended revision to the CCJPA Train Station Policy, developed with CCJPA staff support, through a series of Ad Hoc Subcommittee meetings held in 2018 and 2019; and

RESOLVED, that the CCJPA Board does hereby approve and adopt the recommended CCJPA Train Station Policy in the form appended hereto.

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

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| ACTION: | DATE: | ATTEST: |
|-----------------|--------------|--|
| Ayes: | | _____ Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: SUPPORT FOR PLACER COUNTY TRANSPORTATION PLANNING AGENCY'S (PCTPA) APPLICATION FOR PLACER-SACRAMENTO CORRIDOR MOBILITY PLAN (PSCMP)

PURPOSE

For the CCJPA Board to approve the CCJPA's financial support of Placer-Sacramento Corridor Mobility Plan.

BACKGROUND

In 2018, CCJPA applied for Transit and Intercity Rail Capital Program (TIRCP) funds for Phase 2 design of the Sacramento to Roseville 3rd Main Track (SR3T) project but was not granted funding. In the TIRCP application, we combined the CCJPA project with a SR51 widening project with Caltrans District 3 because the two projects had development synergy. While this was not successful at the time, the funding plan identified other SB1 funding sources other than just TIRCP would be required to support all aspects of project delivery whether the project was SR 51 widening or Phase 2 of SR3T.

In the intervening time, PCTPA working with the Sacramento Area Council of Governments (SACOG), the MPO for the Sacramento Region, have identified working with CCJPA and Caltrans District 3 to follow the SB1 Solutions for Congested Corridors Program (SCCP) guidelines for a Comprehensive Multimodal Corridor Plan that would link a variety of projects in a corridor under an integrated plan adopted by the California Transportation Commission (CTC) necessary to apply for funding through the Congested Corridors Program. SR51 widening and Phase 2 of the SR3T project are but one of several other projects in the Placer and Sacramento areas that would be included in such a plan. As part of the Congested Corridor Plan there would also be a funding plan component that would comprehensively examine all available funding sources (federal, state, and local) in a matrix planning effort which would not only support Congested Corridor grant requests but also TIRCP and other grant requests.

CCJPA is requesting \$250,000 of CCJPA's FY 18 CCRP funding to be put towards an approximately \$600,000 overall effort. CCJPA will partly bring some of its on-call consultants along to support the funding plan development component to work with PCTPA's recently procured consultants to support the PSCMP planning work.

RECOMMENDATION

It is recommended that the CCJPA Board approve the use of \$250,000 of CCJPA's FY 18 CCRP funding to support the PSCMP and funding plan development needs which include the SR3T project, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions 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
Approving \$250,000 of CCJPA’s CCRP Funding to
Support PCTPA’s Placer-Sacramento Corridor Mobility Plan

Resolution No. 19-05

WHEREAS, the CCJPA staff have worked with Caltrans District 3, Placer County Transportation Planning Agency (PCTPA), and Sacramento Area Council of Governments (SACOG), to gain project funding support for the Sacramento to Roseville Third Track project; and

WHEREAS, access to SB1 Congested Corridor funding requires the adoption by the California Transportation Commission (CTC) of a congested corridor plan; and

WHEREAS, PCTPA, with the cooperation of Caltrans District 3, SACOG and CCJPA have procured a consultant to develop a congested corridor plan and have worked with CCJPA to identify funding support from CCJPA to support the development of the Placer-Sacramento Corridor Mobility Plan (PSCMP); and

WHEREAS, CCJPA has identified \$250,000 in available FY 18 Capitol Corridor Reinvestment Program (CCRP) funds to provide to or use in support of the PCTPA-led congested corridor and overall funding plan; and

RESOLVED, that the CCJPA Board does hereby approve the use of \$250,000 in FY 18 CCRP funding to support the PSCMP and/or the funding plan development work necessary to support the SR3T project and other complimentary congested corridor level projects in Placer and Sacramento County, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions for the implementation of the Project.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to PCTPA, Caltrans District 3, SACOG, and CalSTA and Caltrans Division of Rail and Mass Transportation.

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| ACTION: | DATE: | ATTEST: |
|----------|-------|---|
| Ayes: | | <hr style="width: 100%;"/> Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 5, 2019

FROM: David B. Kutrosky
Managing Director

SUBJECT: RENEWABLE DIESEL PILOT PROGRAM – PHASE 2

PURPOSE

For the CCJPA Board to approve the CCJPA's financial support for a second phase of testing the use of renewable diesel.

BACKGROUND

Capitol Corridor Joint Powers Authority (CCJPA) has been interested in the net “well to wheels” greenhouse gas (GHG) reduction benefits of using renewable diesel (RD) since being introduced to the RD fuel market by staff at the Sacramento Metropolitan Air Quality Management District. The potential to reduce GHG via RD use has impressive benefits for not only the inherent use but as memorialized in TIRCP funding grant applications where its use has been integral for TIRCP awards to CCJPA in the past. That RD is an attractive alternative to petrol diesel (it meets the same ASTM D975 fuel specifications as petrol diesel), however, must be tested and certified for regular use in sensitive and expensive locomotive fuel engines.

CCJPA, working with the California Air Resources Board (CARB), conducted a phase one test on a F59 locomotive, however, as it was later revealed, the rigors of the test with regard to regular RD fueling and mixing with petrol diesel were not followed as intended by Amtrak or the fuel supplier itself. As such, and in conjunction with the far more sensitive new Charger locomotives, a second RD test with the Cummins-supplied motors in the Charger locomotives and some follow-up tests with the less-sensitive F59 locomotive motors is proposed for this second phase of testing RD fuel on select Capitol Corridor engines. CCJPA has been working with Caltrans Division of Rail and Mass Transportation (Caltrans DRMT) to support more rigorous testing/fueling oversight and also to support testing of the replaceable fueling system components (e.g., filters) both before and after a sufficient period of RD fuel use. For this work CCJPA intends to work with Caltrans DRMT and Cummins to fund a program of testing and testing oversight which would potentially exceed \$100,000, the threshold for CCJPA to seek CCJPA Board approval for action. CCJPA has FY 16 Capitol Corridor Reinvestment Program (CCRP) funding to support up to \$150,000 in potential costs related to the Phase 2 of the RD Pilot Program.

RECOMMENDATION

It is recommended that the CCJPA Board approve the use of up to \$150,000 of CCJPA's FY 16 CCRP funding to support the phase two test of RD use in a Charger and F59 locomotive, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions 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
Approving up to \$150,000 of CCJPA’s CCRP Funding to
Support a Second Phase of Renewable Diesel Use Testing/

Resolution No. 19-06

WHEREAS, initial phase one testing of renewable diesel (RD) showed promise with no degradation of performance or safe function when used in a test on a Northern California intercity passenger rail F59 locomotive; and

WHEREAS, RD fuel, while being effectively the same for greenhouse gas (GHG) emissions from the tailpipe as petrol diesel, has significant “well to wheels” reduction benefits due to its use of current carbon waste or harvested products as its formulation basis which has been recognized in SB1 funding grants such as the Transit and Intercity Rail Capital Program (TIRCP), and

WHEREAS, while meeting the same American Society for Testing and Materials (ASTM) D975 standard as petrol diesel, RD has not been tested in the complex and high-pressure combustion and use conditions on the Cummins’ engine on the new Siemens Charger locomotives; and

WHEREAS, CCJPA has identified up to \$150,000 in available FY 16 CCRP funds to support a rigorous testing and testing oversight plan in coordination with Cummins, Amtrak, CARB, and the Caltrans Division of Rail and Mass Transportation, owner of the Charger locomotives; and

RESOLVED, that the CCJPA Board does hereby approve the use of up to \$150,000 in FY 16 CCRP funding to support a second phase of RD testing on a Charger locomotive, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions for the implementation of the Project.

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

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| ACTION: | DATE: | ATTEST: |
|----------|-------|---|
| Ayes: | | <hr style="width: 100%;"/> Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 6, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: UPDATED BUDGET SECOND TRANSBAY RAIL CROSSING – CONTRACT 2

PURPOSE

For the CCJPA Board to authorize an adjusted budget that will support Contract 2 of the BART Second Transbay Rail Crossing Project.

BACKGROUND

Previously the Capitol Corridor Joint Powers Authority (CCJPA) Board adopted Resolution 18-14 adopting the award of \$1,000,000 in Transit and Intercity Rail Capital Program (TIRCP) funds for the purposes of early phases of work for the anticipated Second Transbay Rail Crossing study. Subsequently, the CCJPA Board passed Resolution 18-24 that authorize staff to expend up to \$600,000 of that funding to support a Bay Area Council Economic Institute (BACEI)-led study of the megaregional economic and transportation landscape effects of a Second Transbay Rail Crossing. As of this writing, BACEI and CCJPA are working with UC Davis transportation researchers to define the scope of just such a study.

The authorization of the remaining \$400,000 in awarded TIRCP funds would support network planning and other megaregional activities in BART's environmental review/preliminary engineering/travel demand forecasts (titled Contract 2) for the Second Transbay Rail Crossing Project.

Transformational transportation infrastructure projects such as a new Second Transbay Rail Crossing are relatively rare across the world and as such, the worldwide expertise available to advise and successfully apply lessons learned to a project of this scale is limited. The BART/CCJPA team are leading a phased process of preliminary project development for this effort and these phases have been described to the CCJPA Board and BART Board in the past. At the scale and timeframe of this effort, CCJPA would like to utilize the remaining \$400,000 in funding to secure key experienced external consultants to serve as independent expert to guide and advise CCJPA and BART. It is anticipated that this initial award of TIRCP funds will set the stage for using future TIRCP funds in a similar manner.

RECOMMENDATION It is recommended that the CCJPA Board authorize the remaining \$400,000 of CCJPA's available TIRCP funding to support network planning and other megaregional activities in BART's environmental review/preliminary engineering/travel demand forecasts (titled Contract 2) for the Second Transbay Rail Crossing Project, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions 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 \$400,000 of CCJPA’s TIRCP funding for
The Second Transbay Rail Crossing /

Resolution No. 19-07

WHEREAS, the CCJPA Board has passed Resolutions 18-14 and 18-24 assigning funding to support \$600,000 out of \$1,000,000 for the Second Transbay Rail Crossing (2TBT) Project, leaving \$400,000 in uncommitted funding discretion to also support 2TBT objectives; and

WHEREAS, mega-projects at the scale of the 2TBT are transformational in nature and the pool of advisors available on a worldwide basis to lend direction and advice to a project of this scale are limited; and

WHEREAS, CCJPA staff have identified the need to support network planning and other megaregional activities in BART’s environmental review/preliminary engineering/travel demand forecasts (titled Contract 2) for the second Transbay rail crossing project; and

RESOLVED, that the CCJPA Board does hereby authorize the remaining \$400,000 of CCJPA’s available TIRCP funding to support network planning and other megaregional activities in BART’s environmental review/preliminary engineering/travel demand forecasts (titled Contract 2) for the Second Transbay Rail Crossing Project, and authorize the CCJPA Executive Director or her designee to execute all necessary and appropriate actions for the implementation of the Project.

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

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| ACTION: | DATE: | ATTEST: |
|----------|-------|---|
| Ayes: | | <hr style="width: 100%;"/> Patricia K. Williams Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board

DATE: February 5, 2019

FROM: David B. Kutrosky
Managing Director

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

PURPOSE

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

BACKGROUND

CCJPA maintains an ongoing listing of various capital projects led by CCJPA and those led by others who will influence Capitol Corridor service. The table on the next page provides the latest update on the projects that are underway by the CCJPA and others along the Capitol Corridor.

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

RECOMMENDATION

For information and discussion.

LISTING OF ACTIVE CCJPA LED CAPITAL PROJECTS (February 2019)

| Project Name | Project Description/Benefits | Cost | Projected Completion |
|--|--|----------------------|--|
| Oakland to San Jose Service Improvements | Preliminary engineering (up to 35%) and environmental documentation for the relocation of service to the Coast Subdivision | \$ 15,600,000 | Dec-22 |
| California Integrated Travel Program | Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes | \$ 27,100,000 | Oct-22 (Pilot) |
| Travel Time Savings Project | Various track upgrades to reduce Capitol Corridor running times by up to 10 minutes over corridor (schedule executed late 2018) | \$ 14,800,000 | Sept-2018 - Construction April-2019 - Schedule Adj. |
| Capitalized Maintenance 2018/2019 | Continues track maintenance for State of Good Repair Program to maximize on-time performance | \$ 1,000,000 | Dec-19 |
| Auburn Security Camera and Power Upgrade Project | Security cameras and standby power to improve station and layover train equipment security and reduce overnight fuel use. | \$ 2,000,000 | Jan-2019 (Power) April-2019 (Camera) |
| Sacramento - Roseville Third Main Track Phase I | Construct first phase of third main track plus Roseville station and layover track improvements in order to increase service frequency between Sacramento and Roseville. | \$ 83,535,000 | Design/ROW - Dec 2020 Construction - June 2023 |
| Replace/Upgrade Passenger Information Display System | Provide components for improved passenger train arrival/alerts via all communication channels including signs, servers, data, software. | \$ 1,260,529 | June-20 |
| ROW Safety/ Security | Annual funding to support UP in ROW clean-up including vegetation removal, clean-up and encampment relocation. | \$ 2,250,000 | Ongoing |
| Signal Replacement/ Upgrade | Replace outdated signal systems to reduce signal system interruptions and delays. | \$ 1,900,000 | June-19 (Second Phase) |
| | CCJPA LED PROJECT TOTAL | \$149,445,529 | |



Date: February 8, 2019
From: David B. Kutrosky, Managing Director
To: Capitol Corridor Joint Powers Authority (CCJPA) Board
Subject: Managing Director's Report – February 2019

**TO BE PROVIDED UPON RECEIPT OF JANUARY 2019
SERVICE PERFORMANCE RESULTS FROM AMTRAK**

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority (CCJPA) Board **DATE:** February 5, 2019

FROM: David B. Kutrosky, Managing Director

SUBJECT: WORK COMPLETED (February 13, 2019 Meeting)

PURPOSE

To provide a report on work completed up to the February 13, 2019 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Capitol Corridor Annual Performance Report (FY 2018): Pursuant to the Resolution 18-23, CCJPA Board provided comments and adopted the draft Performance Report covering the Fiscal Year 2017-18 (October 2017-September 2018). Staff put the report through design (including graphics and photos) and then on to production. The final, finished report has been released and will be available at the February 13, 2019 CCJPA Board of Directors meeting and be widely distributed the State Legislature and other interested agencies.
- b. Station Security Camera Project: Security cameras have been installed and now are in operation at Rocklin, Roseville and Suisun stations.
- c. CCJPA Annual Independent Audit (FY18): As provided in the Joint Exercise of Powers Agreement between the CCJPA member agencies, the Controller-Treasurer's Office of the CCJPA is required to conduct an annual independent audit of the CCJPA and submit the report of such audit by December 31 of each year. The financial report stating the findings of the independent audit for Fiscal Year 2017-18 (July 2017-June 2018) was prepared and submitted to the CCJPA member agency staff (Staff Coordinating Group [SCG]) for review. Comments were incorporated, and the final report will be transmitted to the CCJPA Board Directors in February 2019.
- d. Auburn Wayside Power Project: Amtrak has completed installation of a wayside power system at the Auburn layover site. The wayside power system will allow shutdown of the locomotive during overnight layover servicing, reducing emissions and fuel consumption. Use of the wayside power system began in January 2019.
- e. Marketing Activities (November 2018 – January 2019)
 - Advertising, Promotions, and Offers:
 - Promotional offer Take 5 for \$5 returned in December, and "Visit SF" \$19 one-way fares to San Francisco started in January and will continue through March, to promote off-peak ridership
 - Participated in Amtrak's nationwide Veteran's Day 20% off Flash Sale in November
 - Launched new Veteran's discount with other JPAs for the California routes in January

- Holiday Ice Rink partnerships: ticket giveaways for both San Jose and Sacramento
- SF 49ers/Broncos ticket giveaway on social media to promote service to Levi's© Stadium
- Sugar Bowl Ski Resort ticket giveaway on social media to promote service to Tahoe
- Harlem Globetrotters partnership underway
- Print and Digital Communications:
 - FY 2018 Annual Performance Report – Developed infographics, held a photo shoot, and completed design layout for the FY2018 Performance Report to be released mid-January
 - Completed Thanksgiving service communications to assist travelers, highlighting extra capacity and travel tips via a press release, electronic newsletter, and social media posts
- Public Relations, Events, Outreach, and Customer Service:
 - Press Releases: Positive Train Control Implementation (11/1/18), Thanksgiving Service (11/17/18), Holiday Blues Press Release (12/17/18)
 - Rail Safety: Completed social media campaign for #SafetySaturday in cooperation with Operation Lifesaver
 - Adjusted Schedule Event Trains: adjusted train schedule for 49ers game on 11/12, Raiders game on 12/24, and College Football Championship on January 7th.
 - Coordinating with Solano Transportation Authority on ridership growth efforts;
 - Coordinated with Amtrak on transition plan for closure of Riverside Call Center and shift to Philadelphia Call Center.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority (CCJPA) Board **DATE:** February 5, 2019
FROM: David B. Kutrosky, Managing Director
SUBJECT: WORK IN PROGRESS (February 13, 2019 Meeting)

PURPOSE

To provide an update on work in progress up to the February 13, 2019 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. On-Board Information System (OBIS) Project: OBIS is an automated messaging/information system that replaces analog audio systems with digital audio and introduces video in the train in a manner that meets Americans with Disabilities Act (ADA) standards. Passengers will have visual journey updates for the next and upcoming stations aligned with audio messages. At present, there are five of the eventual six cars being retrofit with OBIS equipment for the purposes of prototype testing. The prototype train equipment is being tested in a consist that operates between Auburn and Oakland (San Jose on the weekends). The pace of installation has improved as the experience of the installers increases. The testing will involve conductor training, fine tuning of the business rule settings driving the system and testing the travelling experience on the train (volume, duration of messages, etc.).

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

- b. Bicycle Access Plan Implementation: New angled bike racks that increase onboard bike storage capacity have been installed on select train cars, and staff are working with the bike rack supplier to improve the design of a small component that will improve the usability and service life of the racks. Staff is also working with a vendor to finalize the design for a Superliner bike storage rack.
- c. Auburn Platform Security Upgrades: Amtrak has continued installation of lighting, and security cameras at the Auburn layover site. Completion of this project is expected in the first quarter 2019. The lighting and cameras will assist with station and layover site security.
- d. Upcoming Marketing and Communications Activities:
 - Advertising, Promotions, and Offers:
 - Advertising will continue to run to support Take 5 for \$5 on Weekends and the Visit SF \$19 one-way fares.
 - Seniors Ride Half Off Midweek will return later this year

- Print and Digital Communications:
 - Updating Timetable templates, bus stop signs and starting production for possible April or May timetable
 - Publish new Performance Data on our website
- Public Relations, Events, Outreach, and Customer Service:
 - Partnership with Oakland Running Festival, Oakland Athletics, SHN
 - Adjusted Schedule Event Trains: exploring adjusted schedules for SJ Sharks and select concerts and sporting events throughout the year.
 - Researching new Interactive Voice Response services to augment and enhance customer experience at Contact Center.
 - Coordinating with partners on California Passenger Rail Summit (April).

RECOMMENDATION

For information only