



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEETING OF THE BOARD OF DIRECTORS

Wednesday, Sept 18, 2019

10:00 a.m.

City Hall, Council Chambers
 City of Sacramento
 915 I Street, Sacramento, CA 95814
 (see attached map)

Simultaneous teleconference calls will take place at:

Santa Clara Valley Transportation Authority (VTA)
 3331 North First Street, San Jose

SF Bay Area Rapid Transit (BART)
 300 Lakeside Drive, 23rd fl., Director's Office, Oakland

San Francisco Bicycle Coalition
 1720 Market Street, San Francisco

3500 Larchmont Drive, Fairfield

AGENDA

- | | | |
|------|--|---------------|
| I. | Call to Order | |
| II. | Roll Call and Pledge of Allegiance | |
| III. | Report of the Chair | |
| IV. | Consent Calendar | <i>Action</i> |
| | 1. Minutes of June 19, 2019 Meeting | |
| | 2. Request for Allocation of Capitol Corridor Measure BB Funds | |
| | 3. Budget Update: Davis Signal Replacement Project | |
| | 4. Second Transbay Rail Crossing – Research Best Practices for Transportation Modeling | |
| V. | Action and Discussion Items | |
| | 1. CCJPA FY 19-20 Budget – Operations, Administration, Marketing, Supplemental | <i>Action</i> |
| | 2. CCJPA/Amtrak FY 19-20 Operating Agreement | <i>Action</i> |
| | 3. Legislative Matters/ FY 19-20 State Budget | <i>Action</i> |
| | 4. Establish Ad Hoc Committee for Selection of a CCJPA Managing Agency | <i>Action</i> |
| | 5. FASTER Bay Area | <i>Info</i> |
| | 6. Update: Programmed Capital Projects | <i>Info</i> |
| | 7. Managing Director's Report | <i>Info</i> |
| | 8. Work Completed | <i>Info</i> |
| | a. Interactive Voice Response System | |
| | b. Auburn Security Project | |
| | c. New Fresh Food Vendor | |
| | d. Security Fencing at Emeryville Station | |
| | e. Marketing Activities (June – August 2019) | |
| | 9. Work in Progress | <i>Info</i> |
| | a. Onboard Wi-Fi | |
| | b. California Passenger Information Display System (CalPIDS) Modernization | |
| | c. Renewable Diesel Pilot Program – Phase 2 | |
| | d. Sacramento-Roseville 3 rd Track Project – Phase 1 | |
| | e. South Bay Connect (Oakland to San Jose Phase 2A) | |
| | f. Alviso Wetland Railroad Adaptation Alternatives Study | |
| | g. LED Lighting at Richmond Station | |
| | h. Procurement of Door Panels for Norcal Surfliner Rail Cars | |
| | i. Upcoming Marketing Activities | |
| VI. | Board Member Reports | |
| VII. | Public Comments | |
| VIII | Adjournment. Next Meeting Date: 10:30 a.m., November 20, 2019, at Santa Clara Valley Transportation Authority, 3331 North First Street, Room B-106, San Jose, CA | |

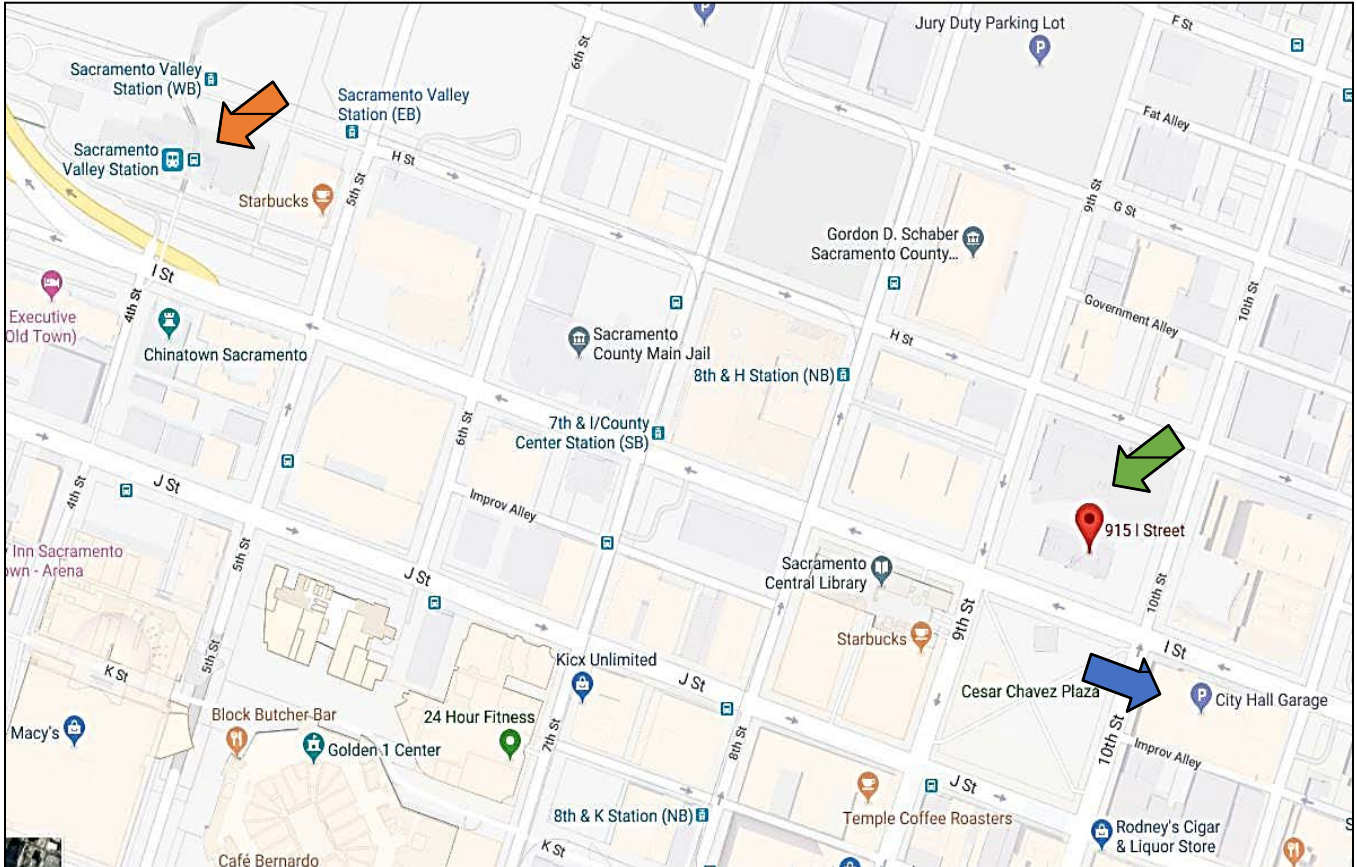
Notes: Members of the public may address the Board regarding any item on this agenda. Please complete a "Request to Address the Board" form (available at the entrance of the Boardroom and at a teleconference location, if applicable) and hand it to the Secretary or designated staff member before the item is considered by the Board. If you wish to discuss a matter that is not on the agenda during a regular meeting, you may do so under Public Comment. Speakers are limited to three (3) minutes for any item or matter. The CCJPA Board reserves the right to act on any agenda item. Consent calendar items are considered routine and will be enacted, approved or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience. The CCJPA Board provides services/accommodations upon request to persons with disabilities who wish to address Board matters. A request must be made within one and five days in advance of a Board meeting, depending on the service requested. Call (510) 464-6085 for information.

DIRECTIONS TO SACRAMENTO NEW CITY HALL

915 I Street
Sacramento, CA 95814
(916) 264-5011

From Sacramento (SAC) Capitol Corridor/Amtrak Station (walk approx. 0.5 mile, 10-15 min)

- From the bus plaza head east toward 5th St for approx. 400 feet
- Turn right onto 5th St for approx. 400 ft
- Turn left onto I St to 9th Street for approx. 0.3 miles
- City Council Chambers is behind the original City Hall Building



Orange Arrow = Sac Valley Train Station
Arrow = Parking Garage

Green Arrow = New City Hall

Blue

Driving instructions from San Francisco Bay Area:

- Take I-80 East
- Continue on I-305 east to downtown Sacramento
- Go north on I-5
- Take the J St exit from I-5 N
- Continue on J St. Drive to I St [approx. 0.7 mi]
- Turn left onto 10th Street
- City Hall Garage is at the corner of 10th & I Streets, Sacramento

Driving directions from Placer County: - I-80 towards Sacramento

- Take I-80 Business West
- Exit Downtown/10th Street
- Proceed to City Hall Garage at the corner of 10th & I Streets

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors

Minutes of the 113th Meeting

June 19, 2019

The 113th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 11:00 a.m., Wednesday, June 19, 2019, via simultaneous teleconference at the BART Board Room, 2040 Webster Street, Oakland, California; 3500 Larchmont Drive, Fairfield, California; Santa Clara Valley Transportation Authority, 3331 North First Street, San Jose, California; Market Hall Public Open Space, 1355 Market Street, San Francisco, California; and Placer County Transportation Planning Agency, 299 Nevada Street, Auburn, California. Chair Rebecca Saltzman presided; Patricia K. Williams, Recording Secretary.

I. Call to Order. Chair Saltzman called the meeting to order at 11:02 a.m.

II. Roll Call and Pledge of Allegiance.

Directors present in Oakland: Chair Rebecca Saltzman, San Francisco Bay Area Rapid Transit District (BART); Mark Foley, BART; Lucas Frerichs, Yolo County Transportation District (YCTD); Steve Miller, Sacramento Regional Transit District (SRTD); John McPartland, BART; and Janice Li, BART.

Directors present in Auburn: John Allard, Placer County Transportation Planning Agency (PCTPA) and Cheryl Maki, PCTPA.

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

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

Absent: Directors Debora Allen, BART; Jim Holmes, PCTPA (alternate attended in stead); Kerri Howell, SRTD; Robert Raburn, BART (alternate attended in stead); and Jim Spering, STA.

Directors Don Saylor, YCTD, and Bevan Dufty, BART, entered the meeting later.

III. Report of the Chair. Chair Saltzman welcomed new Board Members John Allard and Cheryl Maki; noted meeting topics, including discussions of the upcoming budget and Marketing and Communications Plan, Annual Business Plan, Transbay Rail Crossing Project, and upcoming departure of David Kutrosky, Managing Director of the CCJPA. Chair Saltzman also announced that Robert Padgette, Deputy Managing Director of the CCJPA, will become the Managing Director, effective July 1, 2019.

IV. Consent Calendar. Director Frerichs moved adoption of Item IV.1, Minutes of the February 13, 2019 Meeting; Item IV.2, Resolution No. 19-8, In the Matter of Accepting the Award of State Rail Assistance Funds and Authorizing a Budget for the Santa Clara Siding Project; Item IV.3, Resolution No. 19-9, In the Matter of Authorizing Budgets for the Additional Caltrans Operations Funding Request Projects; IV.4, Resolution No. 19-10, In the Matter of Authorizing a Budget to Establish Asset Inventory Tracking System and Medium Range Capital Plan; Item IV.5, Resolution No. 19-11, In the Matter of Authorizing a Revised Budget for the LED Station Lighting Upgrade Phase II Project; and IV.6, Resolution No. 19-12, In the Matter of Authorizing a Budget for the CCJPA Data Analytics/Business Intelligence – Phase 4. Director Li seconded the motions.

The motions carried by unanimous roll call vote. Ayes: 11 – Directors Saltzman, Allard, Foley, Frerichs, Li, Miller, O'Neill, Peralez, Price, Maki, and McPartland. Noes: 0. Absent: 5 – Directors Saylor, Allen, Dufty, Howell, and Spering.

Mr. David Kutrosky, Managing Director, welcomed everyone to the BART Board Room. He recognized the upcoming departure of Grace Crunican, Executive Director of the CCJPA and thanked her for her support. Mr. Kutrosky also acknowledged that Mr. Robert Padgette will assume his position and he announced that Robert Powers, Deputy General

Manager of the CCJPA, will serve as the Interim General Manager of BART and the Interim Executive Director of the CCJPA following Ms. Crunican's departure.

V. Action and Discussion Items.

1. CCJPA Investment Policy. Mr. Kutrosky introduced the item. Mr. Padgette gave a presentation on the CCJPA Investment Policy, highlighting that the inter-agency transfer agreement with Caltrans permits the CCJPA to retain funds resulting from operating and cost savings and revenue above budget. He explained that these cost savings can be utilized for investments or retained for reserve. He noted that the proposed policy is based on an investment policy that was recently developed and adopted by the BART Board. He further explained that the proposed policy will allow the CCJPA to invest cost savings in a conservative manner and create extra funding to invest in service.

Director Dufty entered the meeting in San Francisco.

Director Frerichs moved adoption of Resolution No. 19-13, In the Matter of Adopting a CCJPA Investment Policy. Director Foley seconded the motion, which carried by unanimous roll call vote. Ayes: 12 – Directors Saltzman, Allard, Dufty, Foley, Frerichs, Li, Miller, O'Neill, Peralez, Price, Maki, and McPartland. Noes: 0. Absent: 4 – Directors Saylor, Allen, Howell, and Spering.

2. Legislative Matters/Governor's May Revise State FY 19-20 Budget. Mr. Kutrosky gave a brief overview of the Governor's adopted budget and discussed funding for the State's three intercity passage rail systems, including the CCJPA, and funding derived from Cap and Trade revenues. He also gave an overview of legislative matters affecting Capitol Corridor service, noting that the CCJPA submitted letters of support for AB 752 – Lactation Rooms at Train Stations (Garcia) and SB 742 – Intercity Passenger Train Service Connecting Bus (Allen). Mr. Kutrosky reviewed Federal FY 19 funding opportunities, applications, and outcomes; discussed the proposed Federal FY 20 Budget; and noted activity surrounding reauthorization of the FAST Act.

Mike Barnbaum addressed the Board.

The item was discussed.

Director Li moved to 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. Director McPartland seconded the motion, which carried by unanimous roll call vote. Ayes: 12 – Directors Saltzman, Allard, Dufty, Foley, Frerichs, Li, Miller, O'Neill, Peralez, Price, Maki, and McPartland. Noes: 0. Absent: 4 – Directors Saylor, Allen, Howell, and Spering.

3. FY 19-20 Marketing and Communications Plan and Advertising Services Budget. Mr. Kutrosky introduced the item and Ms. Priscilla Kalugdan, Marketing Manager, gave a brief report of the FY 19 objectives and FY 20 plan. Ms. Kalugdan reviewed FY 19 objectives, including increasing and retaining off-peak ridership, working on social engagement with customers, expanding the ways of engaging with riders, and enhancing customer service efforts. She also reviewed the FY 19 advertising plan, including enhancing the creative components of the advertising campaign developed with the advertising agency two years ago, and the details of the media buy. Ms. Kalugdan specifically discussed advertising platforms, targeted audience groups, geographic distribution of advertisement spending, the impact of advertisements on website "traffic," performance indicators, generated revenue, and promotions.

Ms. Kalugdan summarized the marketing and communications initiatives for the upcoming year, including increasing off-peak ridership, college marketing, increasing ridership at select stations, focusing on rider experience, new ideas for loyalty programs, improving communications, and brand visibility.

Director Saylor entered the meeting in Oakland.

The item was discussed.

Director Saylor moved adoption of Resolution No. 19-14, In the Matter of Authorizing a One-Year Option on the Contract for Advertising Services to Support the FY 20 Advertising Campaign. Director Frerichs seconded the motion, which carried by unanimous roll call. Ayes: 12 – Directors Saltzman, Saylor, Dufty, Foley, Frerichs, Li, Miller, O'Neill, Peralez, Price, Maki, and McPartland. Noes: 0. Absent: 4 – Directors Allard, Allen, Howell, and Spering.

4. Procurement of Door Panels for Northern California Intercity Passenger Rail Cars. Mr. Kutrosky introduced the item and explained that the CCJPA will be the procuring agency and Amtrak will install the door panels. Mr. Padgette gave a brief overview of the staff recommendation.

Jerry Grace addressed the Board.

Director McPartland moved adoption of Resolution No. 19-15, In the Matter of Authorizing Budget for the Procurement of Door Panels for Caltrans-owned Surfliner Rail Cars. Chair Saltzman seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Saltzman, Saylor, Allard, Dufty, Foley, Frerichs, Li, Miller, O’Neill, Peralez, Price, Maki, and McPartland. Noes: 0. Absent: 3 – Directors Allen, Howell, and Spring.

5. New Transbay Rail Crossing – Contract 2: Program Management. Mr. Kutrosky introduced Mr. Padgette and Ms. Ellen Smith. Mr. Padgette and Ms. Smith gave an overview of the Second Transbay Rail Crossing project, including the approach and objectives of the project, ridership demand projections, and funding. Mr. Padgette also discussed activities of the project and discussed the proposed resolution.

Roland LeBrun addressed the Board.

Director Li moved adoption of Resolution No. 19-16, In the Matter of Authorizing a Budget for Contract 2: Program Management of the New Transbay Rail Crossing Project. Director McPartland seconded the motion, which carried by unanimous roll call vote. Ayes: 13 – Directors Saltzman, Saylor, Allard, Dufty, Foley, Frerichs, Li, Miller, O’Neill, Peralez, Price, Maki, and McPartland. Noes: 0. Absent: 3 – Directors Allen, Howell, and Spring.

6. Overview of Draft FY 19-20 CCJPA Budget [Operations, Administration, Marketing]. Mr. Kutrosky provided a brief overview of the final FY19-20 budget that will be presented in September for adoption by the Board. The item was briefly discussed.
7. Update: Programmed Capital Projects and New Rail Vehicles. Mr. Padgette provided updates on travel time savings; LED lighting upgrades at the Richmond and Martinez stations; the Santa Clara Siding Project; the Oakland to San Jose Service Improvements Project, and the Sacramento to Roseville Third Track Project.

Peter Warner addressed the Board.

Roland LeBrun addressed the Board.

Jerry Grace addressed the Board.

8. Managing Director’s Report. Mr. Kutrosky reviewed performance measures, including ridership, revenue, on-time performance, system operating ratio, customer satisfaction rating, net operating cost, and operating subsidy from the State.

Mr. Kutrosky highlighted the work performed by abatement crews, which are funded by an investment from the State. He also reviewed trespasser fatality trends and abatement crew investment plans.

Mr. Kutrosky gave a brief overview of customer comments and complaints.

Chair Saltzman invited comment from the public on Items V.8, V.9, and V.10.

Mike Barnbaum addressed the Board.

Jerry Grace addressed the Board.

The Managing Director’s Report was discussed.

Peter Warner addressed the Board.

9. Work Completed and 10. Work in Progress. Chair Saltzman invited questions or comments from the Board on Items 9 and 10. No comments were received.

Directors Dufty and Peralez exited the meeting.

VI. Board Member Reports. Chair Saltzman invited Board Member reports. Director Li reported that she toured the Hercules Regional Inter-Modal Transit Center.

- a. Commendation for CCJPA Managing Director David B. Kutrosky. Each Board Member present in Oakland read a portion of Resolution No. 19-17, Resolution Commending David B. Kutrosky aloud. The Board Members present in Oakland were photographed with Mr. Kutrosky. Mr. Padgette presented Mr. Kutrosky with a commemorative train figurine.

Chair Saltzman invited comments from the Board Directors. Directors Saltzman, Saylor, Miller, O'Neill, and Price offered comments.

Multiple Directors moved adoption of Resolution No. 19-17, Resolution Commending David B. Kutrosky. Multiple Directors seconded the motion, which carried by unanimous roll call vote. Ayes: 11 – Directors Saltzman, Saylor, Allard, Foley, Frerichs, Li, Miller, O'Neill, Price, Maki, and McPartland. Noes: 0. Absent: 5 – Directors Allen, Dufty, Howell, Peralez, and Spring.

Ms. Crunican offered comments. Mr. Kutrosky gave remarks and recognized staff.

VII. Public Comments. Chair Saltzman invited comment from the public.

Peter Warner addressed the Board.

Gerald Cauthen addressed the Board.

Joe Bolte addressed the Board and provided a handout.

Roland LeBrun addressed the Board.

Director Saylor exited the meeting.

Director Frerichs exited the meeting.

A video created to recognize Mr. Kutrosky's service to and departure from the CCJPA was shown.

VIII. Adjournment. The meeting adjourned at 12:56 p.m. Next Meeting Date: 10:00 a.m., September 18, 2019, at City Council Chambers, Sacramento, California.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2019

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: REQUEST FOR ALLOCATION OF CAPITOL CORRIDOR MEASURE BB FUNDS

PURPOSE

For the CCJPA Board to authorize the CCJPA Executive Director or his designee to request allocation from Alameda County Transportation Commission (CTC) of Measure BB funds reserved for Capitol Corridor Service Expansion projects in Alameda County and to enter into all necessary agreements to implement the South Bay Connect project that will be funded by this allocation.

BACKGROUND

In 2014, Alameda County voters approved Measure BB, authorizing an extension and augmentation of the existing transportation sale tax (Measure B). The Alameda CTC's 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system. The 2014 TEP shows \$40 million reserved for Capitol Corridor Service Expansion in Alameda County.

In Alameda County, the most significant Capitol Corridor service expansion project is South Bay Connect (formerly Oakland to San Jose Phase 2A), which proposes to reroute Capitol Corridor service to the Union Pacific Railroad (UPRR) Coast Subdivision from the UPRR Niles Subdivision between Oakland Coliseum and Newark Junction and to construct a new intermodal train station along the Coast Subdivision to improve transbay connectivity to the SF Bay Peninsula. The current total project estimate for South Bay Connect is \$270 million, with multiple state and local funding sources secured (e.g. TIRCP, SRA, RM3), and the \$40 million from Alameda County Measure BB will support various phases of the project, from planning to construction.

Any requests for allocation from Measure BB will need to be coordinated with Alameda CTC, and the expectation is that requests for partial allocation of the \$40 million will be submitted to Alameda CTC throughout the duration of the project as different phases advance.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorizes the CCJPA Executive Director or his designee to request allocation from Alameda CTC of Measure BB funds reserved for Capitol Corridor Service Expansion projects in Alameda County and to enter into all agreements necessary to implement the South Bay Connect project that will be funded by this allocation.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Requesting funding allocation from
Alameda County Measure BB

Resolution No. 19-18

WHEREAS, Alameda County voters approved Measure BB in 2014, authorizing an extension and augmentation of the existing transportation sale tax, Measure B; and

WHEREAS, Alameda County Transportation Commission’s 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system; and

WHEREAS, the 2014 TEP shows \$40 million reserved for Capitol Corridor Service Expansion in Alameda County; and

WHEREAS, the CCJPA is currently implementing the South Bay Connect project, which will improve Capitol Corridor service within Alameda County and build the foundation for future service expansion between Oakland and San Jose; and

WHEREAS, the \$40 million from Measure BB is necessary to implement various phases of the South Bay Connect project; and

RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or his designee to request allocation from Alameda CTC of Measure BB funds reserved for Capitol Corridor Service Expansion projects and to enter all necessary agreements required to implement the South Bay Connect project that will be funded by this allocation;

AND BE IT FURTHER RESOLVED, that the CCJPA will transmit this resolution to the Alameda County Transportation Commission.

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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:** September 10, 2019

FROM: Robert Padgette
Managing Director

SUBJECT: BUDGET UPDATE: DAVIS SIGNAL REPLACEMENT PROJECT

PURPOSE

For the CCJPA Board to approve a revised budget for the replacement of the railroad signal system near the Davis Capitol Corridor station.

BACKGROUND

The CCJPA Board, through Resolution 19-09 (June 19, 2019) authorized the use of a special allocation of PTA funds to improve the railroad signal system at Davis CA (the "Project"). This Resolution authorized a budget of \$950,000 for the Project.

Capitol Corridor staff have been working with the Union Pacific Railroad and have reached an agreement on cost sharing for this Project. The total project cost is expected to be \$4,300,000. Of this, the Union Pacific has offered to contribute 50% of the cost, or \$2,150,000. Staff has identified funds, in addition to the PTA allocation awarded by Caltrans, that can be used to complete the Project. Funding to meet the expected Project costs is available as follows:

Funding Element	Budget
PTA allocation	\$950,000
State Rail Assistance first allocated Jan 30, 2018	\$700,000
Capitalized Maintenance FY 2018	\$500,000
Total CCJPA Project cost share	\$2,150,000

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a revised budget of not-to-exceed \$2,150,000 to implement the Project and authorize the CCJPA Executive Director or his 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 a Revised Budget for the
Davis Signal Replacement Project /

Resolution No. 19-19

WHEREAS, in the interest of reducing the potential for train delays due to signal problems as well as improving passenger safety and convenience, the Capitol Corridor wishes to replace and upgrade the railroad signal system near the Davis station; and

WHEREAS, replacement of the obsolete signal system will result in improved ability to maintain and repair the system; and

WHEREAS, the CCJPA adopted the Davis Signal Replacement Project (the “Project”) pursuant to Resolution 19-09 with an approved budget of \$950,000 for necessary signal improvements; and

WHEREAS, the total project cost is expected to be \$4,300,000; and

WHEREAS, Union Pacific Railroad has agreed to fund 50% of the cost of the Project; and

WHEREAS, the CCJPA has secured a total funding amount of \$2,150,000 for the Project; and

RESOLVED, that the CCJPA Board does hereby approve the revised Project budget for an amount not to exceed \$2,150,000;

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

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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:** September 10, 2019

FROM: Robert Padgette, Managing Director

SUBJECT: SECOND TRANSBAY RAIL CROSSING - RESEARCH BEST PRACTICES FOR
TRANSPORTATION MODELING

PURPOSE

For the CCJPA Board to initiate an academically rigorous set of recommendations for future transportation analysis of the Second Transbay Rail Crossing.

BACKGROUND

CCJPA was awarded \$2 million in 2018 Transit and Intercity Rail Capital Program (TIRCP) funding for the network planning and related analyses relating to the planned Second Transbay Rail Crossing that would include San Francisco Bay Area Rapid Transit (BART) BART and conventional passenger trains. CCJPA and BART staff have been advancing the initial efforts for this planned Second Transbay Rail Crossing, working with Caltrans, CalSTA, and other transportation partners in the Northern California Megaregion. In this partnership, CCJPA is coordinating this effort with the conventional passenger rail services that would utilize this crossing whereas BART is representing a BART-compatible transbay crossing solution.

In advance of executing a complex project plan, a critical early step is to understand how to consider using available transportation modeling tools for future analysis at this scale and consider the future transportation mobility landscape in an era of rapid technological change. For a portion of this initial work, BART and CCJPA have determined that the University of California Davis, Institute of Transportation Studies (UCD-ITS) is best positioned to make academically sound recommendations for the following:

- Recommend how to blend the use of various regional and statewide travel demand models for the future transportation network, ridership, effects, etc., for the Second Transbay Rail Crossing.
- Make recommendations about how to consider the rapidly changing mobility technologies and the effect of future technologies in the evaluation and assessment of the Second Transbay Rail Crossing.

CCJPA staff is proposing to utilize \$250,000 of the awarded TIRCP funds to finance the work by UCD-ITS academic researcher. Staff will administer the necessary contracts with UC Davis.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of \$250,000 to finance the transportation modeling and technological analysis recommendations for the planned Second Transbay Rail Crossing between San Francisco and the East Bay and authorize staff to enter into contracts with UCD-ITS to perform such work.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing a Budget for Contract to
Develop Best Transportation Analysis Recommendations
of a Second Transbay Rail Crossing

Resolution No. 19-20

WHEREAS, the CCJPA was awarded \$2,000,000 in the 2018 Transit and Intercity Rail Capital Program (TIRCP) and of that, \$1,000,000 was identified for the purposes of studying a Second Transbay Rail Crossing between San Francisco and the East Bay that would include conventional passenger rail and BART services; and,

WHEREAS, a second crossing for conventional passenger rail with BART is embedded in the adopted 2018 California State Rail Plan as critical portion of the Statewide and Northern California rail and transit mobility network; and,

WHEREAS, the CCJPA and BART are developing a comprehensive implementation plan to oversee and lead through the various development phases of a Second Transbay Rail Crossing; and,

WHEREAS, that effort will be significantly affected by the quality of analysis and consideration of technological change affecting people’s future mobility options; and,

WHEREAS, the University of California Davis – Institute of Transportation Studies (UCD-ITS) has a proven record of academic rigor in the areas of transportation demand modeling and analysis of future transportation technologies and their sociological effect; and,

WHEREAS, CCJPA is prepared to administer up to \$250,000 in the awarded TIRCP funding for UCD-ITS’ recommendations for considering transportation demand modeling and transportation technological change in the future analysis steps required to support a Second Transbay Rail Crossing for conventional passenger rail and BART trains between San Francisco and the East Bay; and,

RESOLVED, that the CCJPA Board does hereby approve a budget of \$250,000 to finance best practices recommendations for transportation travel demand and technological change analysis that would be required for the planned Second Transbay Rail Crossing between San Francisco and the East Bay that would serve the Northern California Megaregion and authorize the Executive Director or her designee to enter into contracts with UCD-ITS to perform such work.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 80%; margin: 0 auto;"/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2019

FROM: Robert Padgette, Managing Director

SUBJECT: FY 20 CCJPA BUDGET - OPERATIONS, ADMINISTRATION, MARKETING, SUPPLEMENTAL

PURPOSE

For the CCJPA Board to adopt the CCJPA FY20 budget based on enactment of the State Budget Act of 2019.

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. On June 27, 2019, the Governor enacted the State Budget Act of 2019 (July 1, 2019 - June 30, 2020). Pursuant to the budget enactment, the CalSTA Secretary transmitted the FY 20 Allocation Letter to the CCJPA on July 31, 2019 which provides the following amounts to support the CCJPA's activities in managing the Capitol Corridor service:

Budget Item	FY 19 Budget CalSTA Allocation	FY 20 CCJPA Business Plan Request (a)	FY 20 Budget CalSTA Allocation	Difference	% Change
				(FY 20 CalSTA vs. FY 19)	
Amtrak Operations Contract					
3 rd Party Costs (Fuel, Host Railroad)	\$ 11,864,000	\$ 12,128,000	\$ 12,128,000	\$ 264,000	2.2%
Amtrak Operations	\$ 52,125,495	\$ 53,546,000	\$ 53,546,000	\$ 1,420,505	2.7%
<u>Revenues</u>	\$ (35,300,000)	\$ (37,500,000)	\$ (37,500,000)	\$ (2,200,000)	6.2%
Total Amtrak Operations (b)	\$ 28,689,495	\$ 28,174,000	\$ 28,174,000	\$ (515,495)	-1.8%
CCJPA Marketing	\$ 1,174,000	\$ 1,174,000	\$ 1,174,000	\$ -	0.0%
CCJPA Administrative Management					
General Administrative	\$ 2,634,000	\$ 2,737,000	\$ 2,737,000	\$ 103,000	3.9%
BART Call Center	\$ 1,074,000	\$ 1,116,000	\$ 1,116,000	\$ 42,000	3.9%
TOTAL - Administrative Management	\$ 3,708,000	\$ 3,853,000	\$ 3,853,000	\$ 145,000	3.9%
TOTAL - CCJPA Operating Budget	\$ 33,571,495	\$ 33,201,000	\$ 33,201,000	\$ (370,495)	-1.1%
Supplemental Allocations					
Minor Capital (c)	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	0.0%
Capitalized Maintenance (d)	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	0.0%
WiFi Management (e)	\$ 1,368,000	\$ 3,136,000	\$ 2,336,000	\$ 968,000	70.8%
Second Transbay Rail Crossing (f)	\$ -	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	
TOTAL - CCJPA Budget	\$ 36,439,495	\$ 39,587,000	\$ 38,787,000	\$ 2,347,505	6.4%

- The CCJPA Business Plan Update submitted to CalSTA in April 2019.
- Not-to-exceed budget amount [\$28,174,000] for FY2020 CCJPA/Amtrak Operating Agreement (see Agenda Item V.2) to support 30 weekday (and 22 weekend) trains and associated feeder bus routes.
- Minor capital allocation to support small scale projects.
- Capitalized maintenance program funding to ensure a high-performance service.
- Funding is to support the provision of 3rd party onboard-WiFi and its associated management expenses for the CCJPA and San Joaquin JPA transferred from Amtrak to the CCJPA in FFY 2018-19.
- Separate allocation for additional staffing and project planning resources related to the joint study with SF Bay Area Rapid Transit for the Second Transbay Rail Crossing.

Excluding capital project and WiFi operations funding, the FY 20 budget is \$370,495 (1.1%) less than the CCJPA's budget for FY 19 primarily due to a forecasted increase in revenues/ridership that offset any increases in operating expenses (fuel, connecting buses, and liability insurance).

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 20 budget of \$38,787,000 pursuant to the enactment of State Budget Act of 2018 and the allocation of such funds by the State to the CCJPA.

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 2020 Budget/

Resolution No. 19-21

WHEREAS, the State Budget for Fiscal Year 2020 (FY 20), which covers the period July 1, 2019 through June 30, 2020, was enacted on June 27, 2019; and

WHEREAS, the CCJPA has received the FY 20 allocation letter from the Secretary of the California State Transportation Agency (CalSTA) providing \$38,787,000 to the CCJPA to support its administrative management of the Capitol Corridor service including:

Budget Item	Amount
Administrative	\$ 2,737,000
Marketing	\$ 1,174,000
BART/CCJPA Call Center	\$ 1,116,000
Management of Onboard WiFi Services	\$ 2,336,000
Amtrak Operations	\$28,174,000
Minor Capital Projects	\$ 500,000
Capitalized Maintenance Program	\$ 1,000,000
Second Transbay Rail Crossing	\$ 1,750,000
Total	\$38,787,000

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 20 budget of \$38,787,000 pursuant to the allocation letter 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 2019 and subject to allocation of such funding by the State.

AND BE IT FURTHER RESOLVED, 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 style="width: 100%;"/> Patricia K. Williams Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority (CCJPA) Board **DATE:** September 10, 2019
FROM: Rob Padgette, Managing Director
SUBJECT: CCJPA/AMTRAK FY 20 OPERATING AGREEMENT

PURPOSE

For the CCJPA Board to authorize the execution of the CCJPA/Amtrak Fiscal Year 2020 (FY 20) Operating Agreement for Amtrak's operation of the Capitol Corridor Service (intercity train and feeder bus).

BACKGROUND

Pursuant to the transfer and funding agreements with the State, CCJPA submits an annual business plan, which identifies the CCJPA's annual funding request for the proposed level of Capitol Corridor intercity passenger rail and feeder bus (IPR) service during the federal fiscal year to be consistent with Amtrak's federal appropriation. For FY 20 (October 2019 – September 2020), the CCJPA submitted a business plan to the California State Transportation Agency (CalSTA) in April 2019 for the current 30-train weekday service plan (22 weekend trains).

Pursuant to the allocation letter of FY 20 from the CalSTA to the CCJPA (see Agenda Item V.1), state funds are available to the three California Intercity Passenger Rail (IPR) services (Pacific Surfliner, Capitol Corridor, and San Joaquin routes) through the State Budget Act of 2019. The available state funds will also be used to pay for the capital charges for the use of Amtrak equipment (locomotives and coaches) through a separate contract between Caltrans and Amtrak.

Based on the FY 20 allocation letter from CalSTA to the CCJPA for its FY 20 budget, the operations/Amtrak FY 20 budget will be \$28,174,000 to support the CCJPA/Amtrak FY 20 Operating Agreement. The most recent version of the FY 20 CCJPA/Amtrak Operating Agreement will be distributed to the CCJPA Board in the Supplemental Mailing.

The total base budget for CCJPA/Amtrak FY 20 Operating Agreement is 1.1% less than the FY 19 contract primarily due to a forecast increase in revenues that offsets increased operating expenses (increased fuel and host railroad costs from last year's FY 19 operating budget). Highlights of the agreement include:

- The contract budget is based on actual costs for Amtrak and third party (fuel and host railroad) expenses;
- Maintains the modified UPRR railroad performance payment program of higher incentives for improved dispatching of Capitol Corridor trains. The budget for these incentive payments is set at the maximum amount that UPRR can achieve under the current CCJPA/Amtrak/UPRR agreement for railroad performance;
- The right by the CCJPA to audit and inspect any aspect of the contract;
- Extra work and compensation are negotiated on a project-by-project basis between the parties; and
- Performance criteria and incentives for Amtrak's performance with assessments for non-performance.

RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the execution of the FY 20 CCJPA/Amtrak Operating Agreement with a contract amount not-to-exceed \$28,174,000.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Agreement for the Provision of
Rail Passenger Service ("FY 2019 Operating Agreement")
Between the National Railroad Passenger Corporation
and the Capitol Corridor Joint Powers Authority /

Resolution No. 19-22

WHEREAS, as of October 1, 2018, the National Railroad Passenger Corporation ("Amtrak") and Capitol Corridor Joint Powers Authority ("CCJPA") entered into an Agreement for the Provision of Rail Passenger Service, the FY 2019 Operating Agreement; and

WHEREAS, the FY 2018 Operating Agreement provided, among other things, for the provision by Amtrak of intercity passenger rail ("IPR") service on the Capitol Corridor route and connecting bus service under CCJPA's direction upon the terms and for the budget set forth therein; and

WHEREAS, the effective date of the FY 2019 Operating Agreement (superseding the FY 2018 Operating Agreement which expires by its terms on September 30, 2018) will be October 1, 2018, the date of agreement in principle between the parties to all the terms and conditions of the FY 2019 Operating Agreement, subject to appropriate legal review and execution by the parties;

RESOLVED, pursuant to the receipt of the annual allocation letter for FY 2019 from the Secretary of the California State Transportation Agency, the CCJPA Board does hereby authorize execution of the FY 2019 Operating Agreement with a budget not-to-exceed \$28,689,495 to support the planned operations for FY2019 by the Chair of the CCJPA Board or her duly authorized designee, on behalf of the CCJPA, substantially in the form presented to this meeting.

AND BE IT FURTHER RESOLVED, that subject to appropriate legal review and execution by the parties, the said FY 2019 Operating Agreement shall be effective as of October 1, 2018.

AND BE IT FURTHER RESOLVED, that the FY 2019 Operating Agreement shall, when executed, supersede and replace in its entirety the FY 2018 Operating Agreement, which expires by its terms on September 30, 2018.

AND BE IT FURTHER RESOLVED, that the CCJPA Board forthwith transmit a copy of this resolution to Amtrak, the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

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ACTION: DATE:	ATTEST:
Ayes:	<hr style="width: 80%; margin: 0 auto;"/> Patricia K. Williams Secretary
Noes:	
Abstain:	

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2019

FROM: Robert Padgette, Managing Director

SUBJECT: LEGISLATIVE MATTERS/GOVERNOR'S MAY REVISE STATE FY 19-20 BUDGET

PURPOSE

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

BACKGROUND

State Legislative Matters

AB 752 - Lactation rooms at train stations (Garcia)

CCJPA POSITION: SUPPORT

This bill would require multimodal train stations meeting specified conditions, including size, that commence operations or a renovation on or after January 1, 2021, to include a lactation room. As Capitol Corridor train stations are owned by local communities or agencies.

Status: As of August 12, Passed Assembly, under consideration in the Senate (passed Appropriations Committee.)

SB 742 – Intercity passenger train service connecting bus (Allen)

CCJPA POSITION: SUPPORT

This bill would allow Caltrans to provide funding to Amtrak, a joint powers authority, or any other public or private transit operator for the purpose of entering into a contract to carry passengers by over regular routes without a train ticket. SB 742 would increase state rail revenue at no additional cost, reduce the amount of greenhouse gas emissions by eliminating automobile trips and reduce congestion on some of the state's most congested freeways. The CCJPA sent a letter of support for SB 742 on April 12.

Status: As of August 22, approve in the Senate, under consideration in the Assembly (passed Appropriations and Transportation Committees).

ACA 1 – Lower voter threshold for affordable housing and public infrastructure (Aguilar-Curry)

CCJPA POSITION: WATCH

Assembly Concurrent Resolution 1 seeks to increase the supply of affordable housing and enhance and expand critical infrastructure for local communities by lowering the vote threshold to 55% for local entities to self-finance projects. ACA 1 would reduce the current California constitution requirement of two-thirds vote at the local level for both GO bonds and special taxes to the same voter approval of 55% threshold level of local school districts of for school bonds to fund the construction, reconstruction, or rehabilitation projects pursuant to Proposition 39 (2000). Eligible Lowering the voter threshold for public infrastructure projects

Status: As of August 19, Under consideration in the Assembly.

Federal Legislation and Funding

Federal FY 19 Capital Funding Opportunities

The current federal FY 19 budget was enacted as part of the Omnibus Consolidated Appropriations Act. Funding includes \$2 million from the Amtrak National Network Account to support the activities of the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) that oversees the pricing policy and cost allocation for Amtrak-

operated state IPR routes. The CCJPA is a member of SAIPRC representing the Capitol Corridor service.

On August 14, 2019, FRA issued a Notice of Funding Opportunity (NOFO) for \$240 million in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds with applications due in mid-October. CCJPA is not likely to seek funding under this program for FY19 given the categories of eligibility and timing of active CCJPA capital projects. We will continue to monitor this program and expect to submit projects for consideration in the future.

Federal Rulemaking

On June 11, 2019, FRA issued a Notice of Proposed Rulemaking that would make changes to the Rail System Safety Rule. In brief, the implication of the proposed change is that FRA would expand the definition of railroads to include states that act as a financial sponsor of service. As such, these states would bear the responsibility for the development of a System Safety Plan. CCJPA submitted comments on August 12, 2019, jointly with Indiana Department of Transportation, the LOSSAN Rail Corridor Agency, and the San Joaquin Joint Powers Authority (SJJPA) outlining our concerns about this proposed change. CCJPA also supported a submission of comments by the States for Passenger Rail organization to coordinate our efforts with other sponsors of rail service.

Proposed Federal FY 20 Budget

On May 22, 2019, the House Transportation, Housing and Urban Development (THUD) Subcommittee marked up its spending plan which includes the various accounts for IPR services (see table below). We expect the Senate THUD Subcommittee will be unveiling its marked-up funding plan for these IPR accounts soon.

Account	FY 2019 Appropriations	FY 2020 House THUD Subcomm	Difference
Consolidated Rail Infrastructure and Safety (CRISI) (1), (2)	\$255.0	\$350.0	\$95.0
Federal State Partnership for State of Good Repair Restoration and Enhancement	\$400.0	\$350.0	-\$50.0
Amtrak - Northeast Corridor	\$5.0	\$0.0	-\$5.0
Amtrak - National Network (3)	\$650.0	\$700.0	\$50.0
	\$1,291.6	\$1,291.6	\$0.0
BUILD/TIGER	\$900.0	\$1,000.0	\$100.0

Notes:

(1) \$55M of CRISI funds to be made available for acquisition of ROW, track, or track structure to support the development of new intercity passenger rail service.

(2) \$40M of CRISI funds targeted to highway-rail grade crossing improvement projects at locations that experienced at least one accident investigated by NTSB between 1/1/2008 and 12/31/2018

(3) Includes funding for NEC Commission \$5M and SAIPRC \$2M.

RECOMMENDATION

Information only.



Date: September 10, 2019

From: Vice Chair Don Saylor
CCJPA Board of Directors

To: CCJPA Board of Directors

Subject: CCJPA Managing Agency Selection Ad Hoc Subcommittee

PURPOSE

For the CCJPA Board of Directors to create and Ad Hoc Committee provide guidance on the selection of a CCJPA Managing Agency.

BACKGROUND

San Francisco Bay Area Rapid Transit (BART) has provided administrative and staff support to the CCJPA since its establishment in 1996, first under the enabling legislation SB 457, and subsequently under a series of Administrative Services Agreements (ASA) adopted over the years. In recognition of the success of the model, the enabling legislation was amended in 2005 to extend the ASA term from three years to five years and has been reflected in ASAs adopted by the Board since then. The current ASA was adopted by the Board in November 2014, covers the five years starting in February 2015 and is set to expire in February 2020.

With the pending end of BART's term as the Managing Agency, an Ad Hoc Subcommittee comprised of Board Directors will be beneficial to guide the CCJPA Managing Agency selection process with the intent to report back to the CCJPA Board at its November 20, 2019 meeting.

RECOMMENDATION

It is recommended that the CCJPA Board of Directors establish an Ad Hoc Subcommittee comprised of up to six Board Directors appointed by the CCJPA Chair to guide the renewal of the CCJPA Managing Agency and make recommendations to the CCJPA Board of Directors as appropriate.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Ad Hoc Subcommittee for Selection of a CCJPA Managing Agency

Resolution No. 19-23

WHEREAS, effective February 20, 1999, the Capitol Corridor Joint Powers Authority (CCJPA) and the San Francisco Bay Area Rapid Transit District (BART) entered into an Administrative Support Agreement (ASA) with an initial term of three years, by which BART would provide all necessary administrative and staff support to the CCJPA Board of Directors to perform its duties and responsibilities; and

WHEREAS, pursuant to California law, the CCJPA Board selected BART to continue in such position on the same terms and conditions as stated in the ASA for one further three-year term, commencing upon the date of termination of the initial term of the ASA, February 20, 2002, and extending until February 19, 2005; and

WHEREAS, State law was modified so that the duration of a Managing Agency's administrative and management duties to the CCJPA will be for five years; and

WHEREAS, at the CCJPA Board of Directors meetings on February 16, 2005, November 18, 2009, and November 19, 2014, the CCJPA Board selected BART to serve as Managing Agency to the CCJPA with the current ASA set to expire in February 2020; and

WHEREAS, the ASA and California law provide that at the conclusion of the current ASA's term, the CCJPA may, through procedures that it determines, select BART or another existing public rail transit agency to provide all necessary administrative support staff to CCJPA to perform its duties and responsibilities; and

RESOLVED, that the CCJPA Board does hereby authorize the creation of an Ad Hoc Subcommittee comprised of up to six Board Directors appointed by the CCJPA Chair to guide the renewal of the CCJPA Managing Agency and make recommendations to the CCJPA Board of Directors as appropriate.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2019

FROM: Robert Padgette, Managing Director

SUBJECT: FASTER Bay Area

PURPOSE

For the CCJPA Board to consider information related to the FASTER Bay Area ballot initiative

BACKGROUND

FASTER Bay Area (Freedom, Affordability, Speed, Transparency, Equity, Reliability) is a future ballot initiative for the Bay Area counties aimed at transformational transportation projects that create a more seamless Bay Area. The funding that could be generated is estimated to be \$100 Billion over the forty-year term of the initiative. Principles include:

- Fund projects that fill in our missing links to create a regional transportation system but also provide more frequent and reliable service
- Provide freedom of access, mobility, and a true alternative to driving alone
- Solve for existing barriers - including affordability, reliability, and ability to access the system
- Support economic development: transit allows new areas for housing and business development throughout the nine counties
- Prioritize the development and implementation of a true regional transit system
- Move from anywhere to anywhere within the region in 60 minutes or less and to/from the mega-region in 90 minutes or less

For the CCJPA, due to strong interest in the role passenger rail could play in the Bay Area's transportation future, staff have been asked to propose projects that could be included in FASTER Bay Area. The CCJPA Vision Plan, adopted in 2015, the more recently initiated Second Transbay Crossing study, and the State Rail Plan have guided project elements the CCJPA is submitting for consideration. These projects include:

- Second Transbay Crossing including conventional passenger rail
- Oakland to Pinole Third Mainline Track
- Solano County Third Mainline Track
- Oakland to San Jose Service expansion

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2019

FROM: Robert Padgette
Managing Director

SUBJECT: UPDATE: PROGRAMMED CAPITAL PROJECTS

PURPOSE

To provide the CCJPA Board with an update on the CCJPA’s Capital Program including infrastructure projects and 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 that will influence Capitol Corridor service. The table on the next page provides the latest update on the projects that are underway by the CCJPA.

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.

CCIPA CAPITAL PROJECTS			
September 2019			
Project Name	Project Description/Benefits	Cost	Projected Completion
Alviso Wetland Railroad Adaptation Alternatives Study	Examine feasible track improvements between Newark and Santa Clara to achieve goals of seal level rise adaptation, passenger rail capacity increase, and enhance wildlife habitat restoration. Stakeholders are engaged for input and feedback on high-level track design options.	\$ 300,000	December-19
Capitalized Maintenance 2018/2019	Track maintenance for State of Good Repair Program to maximize on-time performance (annual program)	\$ 1,000,000	December-19
LED Station Lighting Upgrade (Richmond and Martinez)	Replace station lighting with improved and more efficient LED lighting at the Richmond and Martinez Stations.	\$ 455,000	May-20
Signal Replacement/Upgrade	Replace outdated signal systems to reduce signal system interruptions and delays (three year program).	\$ 1,200,000	Phase II June-20
Davis Station Signal Improvements	Improve the railroad signal system at Davis to improve reliability and lifespan of the railroad infrastructure.	\$ 2,150,000	December-20
Stege Signal Improvements	Signal improvements in the vicinity of Richmond station which will result in reduced delay minutes due to signal outages, fewer slower orders, better on-time performance.	\$ 1,050,000	December-20
Santa Clara Siding	Pre-construction activities to construct 2,500' siding in the vicinity of the Santa Clara Station	\$ 1,441,969	Construction May-21
Sacramento to 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 - June-21 Construction - June-24
South Bay Connect (Oakland to San Jose Phase 2A)	Preliminary engineering (up to 35%) and environmental documentation for the relocation of service to the Coast Subdivision	\$ 15,600,000	December-22
ROW Safety/Security	Annual funding to support UP in ROW clean-up including vegetation removal, clean-up and encampment relocation (three year program).	\$ 2,250,000	Ongoing
	CAPITAL PROJECT TOTAL	\$ 108,981,969	
CCIPA PARTNER PROJECTS			
September 2019			
Project Name	Project Description/Benefits	Cost	Projected Completion
California Passenger Information Display System Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including signs, servers, data, software.	\$ 1,260,529	July-20
Door Panel Procurement	Procurement of door panels for Caltrans-owned Surfliner Rail Cars	\$ 531,000	June-21
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	Pilot October-22
Network Integration	Support for initial Second Transbay Crossing study and Southern Alameda County Rail Study	\$ 2,000,000	Ongoing
WiFi Upgrade & Oversight	Management of onboard WiFi upgrade and operations for the Capitol and San Joaquins Corridors.	\$ 1,368,000	Ongoing
	PARTNER PROJECT TOTAL	\$ 32,259,529	



Date: September 10, 2019

From: Robert Padgette

To: CCJPA Board of Directors

Subject: Managing Director's Report – September 2019

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 10, 2019

FROM: Robert Padgette, Managing Director

SUBJECT: WORK COMPLETED (September 18, 2019 Meeting)

PURPOSE

To provide a report on work completed up to the September 18, 2019 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. Interactive Voice Response System - On July 13, Capitol Corridor staff launched an interactive voice response (IVR) platform to support our toll- free line (1-877-9RIDE-CC), filling in a gap of information available via phone on nights and weekends. Callers can now use voice and dial pad commands to access schedule, trip-planning, service alerts, policies, and general information 24 hours a day. For topics under Frequently Asked Questions (i.e. bike policy, pet policy, etc.), users can request a link to be sent to mobile devices via text.
- b. Auburn Security Project – Amtrak completed installation of lighting, standby power and security cameras at the Auburn station and layover site. This project will reduce emissions for trains stored overnight and improve security for passengers and employees.
- c. New Fresh Food Vendor – In June, the Café Car welcomed a new fresh foods vendor, Fresh and Ready. Fresh and Ready offers a wide selection of quality products that are in alignment with Capitol Corridor’s rider profile. CCJPA worked in collaboration with Amtrak, San Joaquin Joint Powers Authority and LOSSAN, to select the new vendor, who will offer greater flexibility to rotate new items into the Café Car more frequently.
- d. Security Fencing at Emeryville Station - Amtrak completed installation of the Emeryville station platform fencing between Main Track #1 & #2. This project will ensure that passengers will not walk across an active main track to reach the east platform and bus loading area that will soon shift to the Emeryville garage.
- e. Marketing Activities (June 2019 – August 2019)
 - Advertising, Promotions, and Offers:
 - Current offers: Seniors Ride Half Off Midweek, Buy One Get One (BOGO) Weekends
 - Promotions: Oakland A’s partnership features in-game signage and contests, and radio spots on game broadcasts. Sacramento River Cats partnership included social media giveaway of train/game tickets and video showcasing River Cats’ mascot promoting train ridership between Sacramento and SF Bay Area. Launched “Anastasia” promotion with SHN Broadway.
 - Print and Digital Communications:
 - Updated Timetable templates, bus stop signs for June schedule change
 - Public Relations, Events, Outreach, and Customer Service:
 - Adjusted Schedule Event Trains: Paul McCartney and Queen concerts at SAP, and Rolling Stones at Levi’s Stadium.
 - Media: Announcement of Rob Padgette as new Managing Director, Press release for Travel Time Savings project

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority (CCJPA) Board **DATE:** September 10, 2019

FROM: Robert Padgette, Managing Director

SUBJECT: WORK IN PROGRESS (September 18, 2019 Meeting)

PURPOSE

To provide an update on work in progress up to the September 18, 2019 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Onboard Wi-Fi - The CCJPA and Nomad Digital, Inc., executed an agreement in June to provide Next Generation Wi-Fi on the California Intercity Passenger Rail (IRP) trains. CCJPA is proceeding to upgrade the existing Wi-Fi system originally installed in 2011 with installation beginning in the fall. By 2020, passengers will experience faster, more reliable connections.
- b. California Passenger Information Display System (CalPIDS) Modernization – CCJPA staff and selected CalPIDS provider are finalizing various elements of a contract that will allow for the design of the software and server as the first phase of the project.
- c. Renewable Diesel Pilot Program – Phase 2 – The one-year period of testing of renewable diesel on the Charger locomotive will begin in September 2019.
- d. Sacramento to Roseville Third Track Project – Phase 1 – Final design for the Sacramento – Roseville Third Main Track Phase I project has reached a significant milestone with the completion of the 25% design submittal. With a recent reorganization and downsizing, review and approval from Pacific has proved challenging. The next step will be completion of the 30% design plans.
- e. South Bay Connect (Oakland to San Jose Phase 2A) – The project team is working on a Project Definition Report to define project assumptions in preparation for an environmental process expected to begin in late 2019 or early 2020. A Project Development Team, composed of various transportation agency and local city stakeholders, is actively engaging stakeholders for project input.
- f. Alviso Wetland Railroad Adaptation Alternatives Study – The project team wrapped up last round of stakeholder meetings in mid-August 2019 and is now refining high-level railroad engineering design options for a final project report.
- g. LED Lighting at Richmond Station – Amtrak has completed design and begun procurement of a contractor to replace the lighting at the Richmond station with LED lights.
- h. Procurement of Door Panels for NorCal Surfliner Rail Cars – CCJPA staff is procuring Surfliner Door Panels, with assistance from BART Procurement and Legal, as a means to accelerate the execution of a much needed door replacement project.
- i. Upcoming Marketing and Communications Activities -
 - Advertising, Promotions, and Offers:
 - Outreach to campuses to promote new College/University loyalty program and Six Ride Ticket.

- Oakland Raiders 25% discount begins. Train schedule adjusted for 9/9 game, still awaiting word on additional NFL game schedule adjustments
- **Print and Digital Communications:**
 - Fall Timetable planning: update of platform signs to include QR code to reduce printing costs and staff time
- **Public Relations, Events, Outreach, and Customer Service:**
 - Cappy Hour planned for Halloween (will take place on 10/30)
 - Rail Safety Month – Partnership with Operation Lifesaver to promote rail safety.
 - Support to STA and City of Fairfield on dedication of Fairfield-Vacaville Hannigan Train Station on September 27.

RECOMMENDATION

For information only.