



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEETING OF THE BOARD OF DIRECTORS

**Wednesday June 11, 2014**

**10 a.m.**

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

Simultaneous teleconference calls will take place at:

San Jose City Hall – Tower Building  
200 E. Santa Clara Street, Room #T1853  
San Jose, CA

### AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
- IV. Minutes of the February 19, 2014 Meeting *Action*
- V. Consent Calendar *Action*
  1. Proposition 1B – FY 13-14 Transit Safety/Security Intercity Passenger/Commuter Rail Projects
  2. Funding For Wayside Power Cabinets At San Jose Diridon Station
- VI. Action and Discussion Items
  1. CLOSED SESSION: Conference with Legal Counsel - Existing Litigation  
Name of Case: National Railroad Passenger Corporation (AMTRAK) v. Capitol Corridor Joint Powers Authority, Surface Transportation Board, Finance Docket No. 35790. Gov't. Code Section: 54956.9(a)
  2. Legislative Matters/Governor's May Revise State FY 14-15 Budget *Action*
  3. Overview of FY15 Marketing and Communications Plan *Action*
  4. Overview of Draft FY 14-15 CCJPA Budget [Operations, Administration, Marketing] *Info*
  5. Status Report: Oakland-San Jose Phase 2 Project *Info*
  6. Managing Director's Report *Info*
  7. Work Completed *Info*
    - a. Business Plan Update (FY 2013-14 – FY 2014-15)
    - b. Platform Safety Upgrades: Davis Station.
    - c. Marketing Activities (February – May 2014)
  8. Work in Progress *Info*
    - a. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering
    - b. CCJPA Bike Access Program
    - c. Improvements to CCJPA Website and Automated Interactive Voice Response System
    - d. Positive Train Control Update
    - e. Proposed Extension of Capitol Corridor Trains to Salinas
    - f. Proposition 1B Transit Safety/Security Improvement Projects
    - g. Activities of Vision and Service Planning Ad-Hoc Subcommittee
    - h. Upcoming Marketing Activities
- VII. Board Member Reports
- VIII. Public Comments
- IX. Adjournment. Next Meeting Date: 10:00 a.m., September 18, 2013, at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, 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 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.

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 CITY COUNCIL CHAMBERS**

**City Hall, New Building  
915 I Street, Council Chambers, 1st floor**



**From Sacramento Valley 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 9<sup>th</sup> Street for approx. 0.3 miles
- City Council Chambers is behind the original City Hall Building

**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 92<sup>nd</sup> Meeting  
February 19, 2014**

The 92nd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, February 19, 2014, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; at San Jose City Hall, 200 East Santa Clara Street, Room T1853, San Jose, California; and Placer County Transportation Planning Agency, 299 Nevada Street, 2<sup>nd</sup> Floor Conference Room, Auburn, California. Chair James Spering presided; Kenneth A. Duron, Recording Secretary.

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

**II. Roll Call.** Directors present in Suisun City: Chair James Spering, Solano Transportation Authority (STA); Steve Cohn, Sacramento Regional Transit District (SRTD); Lucas Frerichs, Yolo County Transportation District (YCTD); Zakhary Mallett, San Francisco Bay Area Rapid Transit District (BART); Gail Murray, BART; Robert Raburn, BART; Rebecca Saltzman, BART; and Jack Batchelor, Jr., STA.

Directors present in San Jose: None.

Directors present in Auburn: Jim Holmes, PCTPA; and Keith Nesbitt, Placer County Transportation Planning Agency (PCTPA) (Alternate for Director Rohan).

Absent: Directors Steve Hansen, SRTD; Susan Rohan, PCTPA (Alternate in stead); Dan Wolk, YCTD; James Fang, BART; and Tom Radulovich, BART.

Directors Xavier Campos, Santa Clara Valley Transportation Authority (SCVTA) in San Jose; and Rose Herrera, SCVTA, in San Jose entered the meeting later.

Chair Spering led the Board in the Pledge of Allegiance.

**III. Report of the Chair.** Chair Spering referred the Board of Directors to the Report of the Chair distributed during the Meeting and announced a change in the order of the Agenda; Item VI.3 would precede Item VI.1.

Director Campos entered the meeting in San Jose.

**IV. Minutes of November 20, 2013 Meeting.** Chair Spering introduced the Minutes of the November 20, 2013 Meeting. Director Batchelor moved approval of Item IV. Minutes of the November 20, 2013 Meeting. Director Frerichs seconded the motion, which passed by roll call vote. Ayes: 10 – Directors Spering, Cohn, Holmes, Nesbitt, Frerichs, Campos, Mallett, Murray, Raburn, and Batchelor. Noes: 0. Abstain: 1 – Director Saltzman. Absent: 5 – Directors Hansen, Wolk, Herrera, Fang, and Radulovich.

## **VI. Action and Discussion Items (Executive Director).**

**3. Business Plan Update (FY2014/15 – FY2015/16).** Mr. David Kutrosky, Managing Director, presented the Business Plan Update for review, comment, and approval by the Board.

Mr. Mike Barnbaum addressed the Board.

Director Raburn moved approval of Item VI.3. Resolution No. 14-01, In the Matter of Approving the State Fiscal Year 2014/15 – FY2105/16 Business Plan Update for the Capitol Corridor Joint Powers Authority. Director Frerichs seconded the motion, which passed by unanimous roll call vote. Ayes: 11 – Directors Spering, Cohn, Holmes, Nesbitt, Frerichs, Campos, Mallett, Murray, Raburn, Saltzman, and Batchelor. Noes: 0. Absent: 5 – Directors Hansen, Wolk, Herrera, Fang, and Radulovich.

**1. CLOSED SESSION: Conference with Legal Counsel – Existing Litigation.** General Counsel Matt Burrows announced the Board would enter into Closed Session under Item VI.1 of the meeting agenda and would return to Open Session at the conclusion of the Closed Session. Members of the public and staff vacated the Council Chambers.

The Board recessed at 10:13 a.m.; reconvened in Closed Session at 10:14 a.m.

Director Herrera entered the meeting in San Jose.

The Board recessed at 10:37 a.m. and reconvened in Open Session at 10:38 a.m.

Chair Spering asked the General Counsel Matt Burrows to announce the action taken in Closed Session. Mr. Burrows stated the Board of Directors met in Closed Session under Item VI.1. and by unanimous vote authorized the continued retention of Kaplan Kirsch and Rockwell for a total amount not to exceed \$200,000. There were no other announcements.

**2. Amtrak FY2014 Call Center Charges.** Mr. Kutrosky provided an update of the disputed Amtrak Call Center charges in the FY2014 CCJPA/Amtrak Operating Contract. Mr. Kutrosky advised no action was required. The item was discussed.

Mr. Mike Barnbaum addressed the Board.

**4. Sacramento-Roseville Third Track Project – Status report.** Mr. Kutrosky introduced Jim Allison, Manager of Planning. Mr. Allison presented a report on the Capitol Corridor Sacramento-Roseville Third Track Project. Mr. Kutrosky advised no action was required. The item was discussed.

Mr. Mike Barnbaum addressed the Board.

**5. Legislative Matters.** Mr. Kutrosky provided an overview of proposed legislative matters affecting Capitol Corridor Service.

Director Nesbitt exited the meeting in Auburn.

Director Cohn moved approval of Item VI.5. That the Board authorizes 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 Batchelor seconded the motion, which passed by unanimous roll call vote. Ayes: 11 – Directors Spering, Cohn, Holmes, Frerichs, Campos, Herrera, Mallett, Murray, Raburn,

**Saltzman, and Batchelor. Noes: 0. Absent: 5 – Directors Hansen, Nesbitt, Wolk, Fang, and Radulovich.**

**Director Cohn exited the meeting in Suisun City.**

**6. Managing Director's Report, 7. Work Completed and 8. Work in Progress. Chair Spering invited questions or comments from the Board on Items 6, 7 and 8. Mr. Kutrosky briefly commented on recent reductions in revenue, operating ratio in relation to plan, mechanical issues involving rail cars, and signal outages affecting on time performance.**

**Mr. Alan C. Miller addressed the Board.**

**VII. Board Member Reports. Chair Spering invited Board member reports. None were received.**

**VIII. Public Comments. Chair Spering invited comment from the public. Ms. Patricia Haman addressed the Board.**

**IX. Adjournment. Meeting adjourned at 11:38 a.m. Next Meeting Date: 10:00 a.m., April 16, 2014, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.**

**Motion: CCJPA Board adopts the minutes of the February 19, 2014 Board Meeting.**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board **DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** PROPOSITION 1B – FY 13-14 TRANSIT SAFETY/SECURITY INTERCITY  
PASSENGER/ COMMUTER RAIL PROJECTS

### PURPOSE

For the CCJPA Board (CCJPB) to adopt the governing body resolution as part of securing funds from the FY 13-14 Proposition 1B California Transit Security Grant Program – Intercity Passenger Rail/Commuter Rail Grant.

### BACKGROUND

Proposition 1B, passed by the state's voters in November 2006, includes \$1 billion from the Transit Security and Safety Account. Within this account, \$150 million (15%) was set aside for the state's intercity passenger rail system plus two commuter rail services (Metrolink in Southern California and Altamont Commuter Express (ACE)). Of the total amount, \$15 million is available in FY 13-14 to be allocated by the California Office of Emergency Services (CalOES) to the California Transit Security Grant Program - Intercity Passenger/Commuter Rail (CTSGP-IPCR) for transit security/safety and disaster preparedness.

In collaboration with the other four services in the CTSGP-IPCR (Southern California Regional Rail Authority (SCRRA)/Metrolink, San Joaquin Regional Rail Commission (ACE) and Caltrans (San Joaquin/Pacific Surfliner), the funding split developed for FY 08-09 was applied to the FY 13-14 appropriation. This provides the CCJPA with a FY 13-14 budget of \$1,934,422, which will be used for the following eligible projects:

- Facility and Wayside Safety Improvement Projects - \$1,500,000
- On Board Information Systems (OBIS) Upgrades - \$434,422

As part of the guidelines for the CTSGP-IPCR, CalOES requires that each agency adopt a governing body resolution identifying the officials from each agency that can be authorized to act on behalf of the agency to receive the transit security funds from CalOES.

### RECOMMENDATION

It is recommended that the CCJPB adopt the governing body resolution as part of securing funds from the California Emergency Management Agency for the FY 13-14 Proposition 1B California Transit Security Grant Program – Intercity Passenger Rail/Commuter Rail Grant.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of

Providing Authorization to Obtain FY 13-14 Funds

From the State of California Office of Emergency Management Services

Resolution No. 14-02

**WHEREAS**, Proposition 1B (“Prop 1B”), titled *the “Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006,”* was passed by the state’s voters on November 7, 2006 and provides \$19.925B in general obligation bonds that will become available through annual enactment by the Legislature for improvements to the state’s transportation network; and

**WHEREAS**, one of those funding accounts established in Proposition 1B was \$1 billion from the Transit Security and Safety Account, of which, \$150 million was set aside for the state’s intercity passenger rail system and Metrolink commuter trains in Southern California and San Joaquin Joint Powers Authority trains in Northern California; and

**WHEREAS**, these Prop 1B transit safety and security funds for intercity passenger and commuter rail trains have been named “California Transit Security Grant Program - Intercity Passenger/Commuter Rail” (“CTSGP-IPCR”) and are to be allocated by California Office of Emergency Services (“CalOES”); and

**WHEREAS**, CCJPA has developed a list of eligible projects for the Capitol Corridor for its share of FY 13-14 State appropriations of \$1,934,422 from CalOES listed below:

- Facility and Wayside Safety Improvement Projects - \$1,500,000
- Onboard Information Systems (OBIS) Upgrades - \$434,422

**WHEREAS**, CalOES requires that the governing body of each recipient agency adopt a resolution authorizing the person or persons who may enter into agreements with CalOES on behalf of the governing body; and

**RESOLVED**, that the Board of Directors of the Capitol Corridor Joint Powers Authority provides that the Executive Director or Managing Director are hereby authorized to execute for and on behalf of the Capitol Corridor Joint Powers Authority, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by CalOES.

**Certification**

I, Kenneth A. Duron, duly appointed and Secretary of the Board of Directors do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Board of Directors of the Capitol Corridor Joint Powers Authority on the \_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** FUNDING FOR WAYSIDE POWER CABINETS AT SAN JOSE DIRIDON STATION

### PURPOSE

For the CCJPA Board (CCJPB) to authorize Capitol Corridor to enter into agreement to provide partial funding in the amount of \$250,000 for the Wayside Power Cabinet Project at San Jose Diridon Station to support the Capitol Corridor trains that layover at this station facility.

### BACKGROUND

The Peninsula Corridor Joint Powers Board (PCJPB), as the operator Caltrain commuter rail service (San Francisco-San Jose-Gilroy) is the San Jose Diridon station facility owner and the sponsor of the wayside power project that is installing fifteen (15) new wayside power cabinets at the station to provide electricity to Caltrain and Capitol Corridor trains that layover at the station. This will reduce the need for locomotive engines to be running thereby saving fuel, reducing noise and diesel emissions. Funding contributed by CCJPA will pay for a share of the total project cost for the installation of the power cabinets, a new power sub-station, as well as engineering/project administration.

Description	Estimated Cost	Funding Source
<b>PROCUREMENT AND INSTALLATION OF POWER CABINETS</b>		
Peninsula Corridor Joint Powers Board (PCJPB)	\$2,350,000	Other grant sources made available to PCJPB
Capitol Corridor Joint Powers Authority (CCJPA)	\$250,000	FY12-13 Prop1B Funds
<b>Estimated Subtotal</b>	<b>\$2,600,000</b>	

The total cost of the project is \$2.6 million with Peninsula Corridor Joint Powers Board (PCJPB), the project sponsor, securing \$2,350,000 in various grant sources and CCJPA providing \$250,000 in FY12-13 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES).

The benefits to the Capitol Corridor service for this investment include: overall reduction in noise pollution, improved local air quality through reduced particulate emissions, and a fuel savings of approximately 50,000 gallons of diesel, resulting in a net cost savings of \$127,000 (i.e., cost of diesel fuel gallons saved, less associated electric utility costs).

### RECOMMENDATION

The SCG recommends that the CCJPA Board authorize the CCJPA Executive Director or her designee to enter into agreements to provide funding towards the Wayside Power Cabinet project at San Jose Diridon Station for an amount not to exceed \$250,000.00.

Motion: The CCJPB adopts the attached resolution.



BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of Providing Authorization for the  
Funding for Wayside Power Cabinet project at  
San Jose Diridon Station to Support Capitol Corridor Trains

Resolution No. 14-03

**WHEREAS**, improving the financial performance and reducing the environmental footprint of the Capitol Corridor are key strategies for ensuring the long-term sustainability of the service; and

**WHEREAS**, the installation and operation of 480-Volt Power Cabinets is proven practice that reduces the amount of fuel used by Capitol Corridor trains during lay-over periods and represents a proven strategy for achieving net cost savings, reducing noise and reducing local emissions; and

**WHEREAS**, the Peninsula Corridor Joint Powers Board (“PCJPB”), as the operator Caltrain commuter rail service (San Francisco-San Jose-Gilroy) and owner of the San Jose Diridon Station Facility (“Facility”) owner, is seeking the installation of fifteen (15) 480-Volt Power Cabinets (“Project”) at the Facility for a total estimated cost of \$2.6 million; and

**WHEREAS**, the Project will install new wayside power cabinets at the station and provide electricity to Caltrain and Capitol Corridor trains that layover at the Facility;

**WHEREAS**, the CCJPA will secure benefits for the Capitol Corridor of noise reduction, improved local air quality through reduced particulate emissions, and net cost savings of \$127,000 (reduced costs of diesel fuel gallons less operations labor to plug and unplug the trains and associated electric utility costs); and

**WHEREAS**, the CCJPA is seeking to allocate \$250,000 in FY12-13 Proposition 1B Transit Safety/Security funds provided through the California Office of Emergency Services (CalOES) to finance its share of the equipment purchase, installation and engineering/project administration of the Project; and

**WHEREAS**, the CCJPB has approved a program of safety/security improvements for FY12-13 Prop1B Funding in June of 2013, and

**RESOLVED**, that the CCJPB does hereby approve a total budget of \$250,000 in funding towards the installation of the 480-volt power cabinets at San Jose Diridon Station Facility and authorizes the CCJPA Executive Director or her designee to enter into the necessary funding agreement for the implementation of such resource measures.

**AND BE IT FURTHER RESOLVED**, that the CCJPA forthwith transmit a copy of this resolution to Amtrak, Caltrans Division of Rail, and the Peninsula Corridor Joint Powers Board (PCJPB).

# # #

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

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board **DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** CLOSED SESSION: Conference with Legal Counsel - Existing Litigation  
Name of Case: National Railroad Passenger Corporation (AMTRAK) v. Capitol Corridor  
Joint Powers Authority, Surface Transportation Board, Finance Docket No. 35790. Gov't.  
Code Section: 54956.9(a)

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** LEGISLATIVE MATTERS/GOVERNOR'S MAY REVISE STATE FY 14-15 BUDGET

### PURPOSE

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

### BACKGROUND

#### Legislative Matters

#### *State Legislative Matters*

#### Governor's May Revise of Draft FY 14-15 State Budget

**[CCJPA POSITION: SUPPORT]**

On May 12, 2014, Governor Brown released his May Revise of the FY 14-15 Budget, which updates his release of the draft budget released in January 2014. This initial budget included \$108.9 million to support the operation of the three California Intercity Passenger Rail (CIPR) services (San Joaquin, Capitol Corridor and Pacific Surfliner), which conforms with the implementation of the PRIIA Section 209 pricing policy for the nation's twenty-seven (27) Amtrak-operated, state supported IPR services. Based on the submittal of the Amtrak FY 15 budget forecasts for the three CIPR services, the state financial operating support for the 3 CIPR services will need to increase from the FY14 budget baseline of \$108.9 million by approximately \$10 million. In late May 2014, the budget subcommittees in Assembly and Senate have independently approved a \$10 million increase in the FY 14-15 state budget for the 3 CIPR FY 15 operating contracts. As these budget increases in each legislative house are the same, it is expected that the increased CIPR FY 15 budget will be in the final FY 14-15 state budget to be adopted by the Legislature and submitted to the Governor for enactment. (The budget impact to the Capitol Corridor service is highlighted under Agenda Item V.4.)

Cap and Trade Auction Revenues to Transportation/CIPR Services. Currently, there are two proposals in circulation for the distribution of revenues from Cap and Trade auctions for investment in the state transportation programs and services.

- Governor's Draft FY2014-15 Budget: The Draft FY 14-15 Budget (and the recently released budget revision on May 13, 2014) proposes that 70% of Cap and Trade go toward transportation improvements with \$300 million in revenues from Cap and Trade auction proceeds for the Rail Modernization Program. The \$300 million would be split – \$250 million for the California High Speed Rail Authority to start construction of a high speed train system in the Central Valley, and \$50 million for Caltrans' allocation of competitive grants for existing rail transit agencies to integrate rail systems and provide connectivity to high speed rail. The CIPR program is identified as an eligible applicant for these funds.

The CCJPA appreciates the inclusion of the CIPR services in the Cap n Trade-funded Rail Modernization Program and sent a letter stating support for the Rail Mod Program yet believes the Program account should be increased tenfold, to \$500 million from Cap and Trade revenues. The increased account could be distributed using a programmatic formula that is fair and equitable and

would provide enough funds to allow the state's passenger rail network and rail transit services to expand rail service levels to meet growing passenger demand, reduce greenhouse gas emissions from the transportation sector, and support sustainability programs in our communities.

- Staff from the CIPR agencies have been working the California Transit Association (CTA) to develop a strategy for advocating Cap and Trade revenues to transit and CIPR services with a direct allocation of 5% of these Cap and Trade revenues to the CIPR Program [approximately \$120 million per year under a conservative \$3 billion overall annual program]. CIPR services would also be an eligible applicant along with the other transit agencies for Cap and Trade-funded Sustainable Communities subaccount. **The Executive Committee of the CTA unanimously adopted this Cap and Trade revenue disbursement program that is proposed to be applied to any Cap and Trade related legislative proposals.**
- Senator Steinberg's Investment Strategy for Cap and Trade Revenues: On May 15, Senate President Pro Tempore Darrell Steinberg working with group of senators in the democratic caucus revised his original proposal of April 11, 2014. Under this revised proposal, 25% of Cap and Trade revenues would be allocated to transit on the STA formula which is consistent with CTA's plan; however, CIPR is combined with the California High Speed Train (CHST) project with a cap of 20% and does not have a call-out for 5% to intercity rail agencies. Staff is working with CIPR agencies and other supporters to ensure of the 20% CIPR/CHST pot at least 5% is dedicated to CIPR services. A separate program of Cap and Trade funding from a "sustainable communities program" is available to transit and CIPR/HST services.
- Assembly Investment Proposal for Cap and Trade Revenues: On May 22, 2014, the Assembly Budget Subcommittee No. 3 (Resources and Transportation) rolled out its proposal on the allocation of Cap and Trade revenues for the FY 14-15 Budget only. This proposal follows the state-controlled allocation of Cap and Trade revenues for FY 14-15 that is similar to the Governor's proposal; yet the Assembly's FY 14-15 budget proposal is greater than the Governor's program (\$1.04 billion vs. \$850 million). While there are no specific details on process or schedule, intercity passenger rail is identified as an eligible recipient under the State Greenhouse Gas Reduction Program [\$400 million program allocated by the Strategic Growth Council (SGC)].

Now that the Assembly and the Senate have submitted their respective programs for the use and allocation of Cap and Trade revenues for the FY 14-15 budget year, these legislative proposals and the Governor's proposal will go to a conference committee made up of senior legislative and administration officials to develop a consensus plan for the use and distribution of Cap and Trade revenues for FY 14-15 (and perhaps subsequent years) as part of the FY 14-15 budget negotiations.

#### *State Legislation*

The following bills would benefit the CCJPA and/or the Capitol Corridor service; however each bill has not progressed through the legislative process and none appear to be taken up during the remainder of the 2014 Legislative Session.

#### **SB 628 (Beall) – Infrastructure Financing Districts – Transit Priority Projects [CCJPA POSITION-SUPPORT]**

SB 628 will facilitate Transit Oriented Development (TOD) through Infrastructure Finance Districts (IFD) with priority investments towards transit projects. The bill can help California communities through this post-redevelopment era by allowing locally elected officials to develop and finance transit projects that would also meet the implementation goals of SB 375 (community sustainability planning) and AB 32 (state clean air goals). This bill would allow city or county officials who so choose to (1) develop Transit Village finance plans (2) create an Infrastructure Finance District, and (3) actually issue bonds for TOD development without separate local votes.

SB 628 will provide local governments with the financial tools to help passenger transport systems like the Capitol Corridor trains to partner with the owners of train stations to enhance local economies, produce jobs and assist state environmental goals by initiating TOD. The CCJPA sent a letter of support for this bill.  
*Status: No progress in 2014 Session. Bill had passed out of Senate and Assembly on Aug. 8. Not forwarded to Governor for enactment but rather was held over to be a two-year bill and is now on the Senate floor for consideration.*

SCA 8 (Corbett)-Local Transportation Sales Tax Threshold

**[CCJPA POSITION-SUPPORT]**

This Constitutional Amendment would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. CCJPA Board sent a letter of support for this bill.  
*Status: In 2013, held over as a two-year bill. Re-referred to Sen. Comm. on Approps. No progress in 2014 Session.*

SCA 4 (Liu) - Local Transportation Sales Tax Threshold

**[CCJPA POSITION-OPPOSE UNLESS**

**AMENDED]**

SCA 4 (Liu) was initially similar to SCA 8 in the purpose to reduce the voter approval threshold to 55% for the imposition, extension, or increase of a special tax by a local government for funding local transportation projects. CCJPA Board sent a letter of support for this bill.

However, SCA 4 was amended (August 28, 2013) to require: (1) at least 50% of any tax proceeds be spent on programs that support a sustainable communities strategy and (2) any proceeds for a state highway expansion project include funds for ongoing maintenance of this expansion project. Regional transportation agencies are concerned about state mandates on the use of local taxes in this amended version of the bill

*Status: In 2013, held over as a two-year bill. Re-referred to Sen. Comm. on Approps. No progress in 2014 Session.*

AB 1970 (Gordon) - Local GHG Emission Reduction Program

**[CCJPA POSITION- NONE]**

This bill would create the Local Emission Reduction Program and would have the Legislature appropriate funds from the General Fund providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the State Air Resources Board, in coordination with the Strategic Growth Council, to administer the program.

The CCJPA would be considered an eligible recipient for these funds as it is a joint powers authority and could use these funds for initiatives and projects that reduce greenhouse gas emissions though reduced vehicle miles traveled. AB 1970 is similar to AB 416 that did not get of its house of origin during the first year [2013] of the current 2-year legislative cycle [2013-2014]. Before the CCJPA Board could consider this bill, it was put into suspense file and is not likely to move any further in the current legislative session.

*Status: Referred to Approps. Comm suspense file on April 24, 2014.*

*Federal Legislation*

Administration's GROW AMERICA Act/FY2015 FRA Budget

On April 29, 2014, the President transmitted to Congress a four-year \$302 billion surface transportation reauthorization proposal entitled the GROW AMERICA (Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America) Act. This proposal builds on the Administration's reauthorization outline that was released in March 2014 as part of the President's FY 2015 budget which renames and restructures federal surface transportation funding with the new Transportation Trust Fund, which will supplement the existing Highway Trust Fund receipts [\$150 billion] with another \$150 billion in General Fund transfers from revenues generated from "pro-growth corporate tax reform."

Overall, the proposal increases funding for surface transportation programs by roughly \$20 billion a year over current funding levels. Highway programs receive an increase of approximately 20 percent over current levels, transit programs receive an increase of roughly 70 percent, and rail programs receive 200 percent more than their funding in FY 2014.

Operating Administration	All dollars in millions					
	Existing	Reauthorization Proposal Years				
	FY2014	FY2015	FY2016	FY2017	FY2018	TOTAL
<b>FHWA</b>	\$40,995	\$48,562	\$49,381	\$50,216	\$51,068	<b>\$199,227</b>
<b>FTA</b>	\$10,691	\$17,499	\$17,876	\$18,266	\$18,696	<b>\$72,337</b>
<b>FMCSA</b>	\$572	\$669	\$748	\$797	\$799	<b>\$3,012</b>
<b>NHTSA</b>	\$819	\$851	\$894	\$938	\$985	<b>\$3,668</b>
<b>FRA</b>	<b>\$1,390</b>	<b>\$4,775</b>	<b>\$4,805</b>	<b>\$4,720</b>	<b>\$4,750</b>	<b>\$19,050</b>
<b>TIGER</b>	\$600	\$1,250	\$1,250	\$1,250	\$1,250	<b>\$5,000</b>
<b>TOTAL</b>	<b>\$55,068</b>	<b>\$73,606</b>	<b>\$74,953</b>	<b>\$76,187</b>	<b>\$77,548</b>	<b>\$302,294</b>

*Intercity Passenger Rail:* The Federal Railroad Administration (FRA) would administer the reauthorization proposal of \$19 billion over four years. It includes \$9.5 billion for current intercity passenger rail services (Amtrak long distance and NEC, and state-supported routes) and another \$9.5 billion for investment in new and existing routes. The proposal includes funding for track infrastructure, stations, replacement of passenger rail equipment and capacity improvements for state corridors, and implementation of Positive Train Control (PTC) technology for commuter and intercity rail services.

For FY 2015 the GROW AMERICA Act funds FRA at \$4.8 billion from the new Rail Account of the TTF, a \$3.4 billion increase over the FY 2014 level. FRA's safety, operations, and research activities would continue to be funded from the General Fund.

While details have not been released, it initially appears that the CCJPA will be eligible for significant federal capital funding through the FRA's account from the GROW AMERICA Act.

#### Congressional Efforts for Surface Transportation and Rail Safety Reauthorizations

While the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) expired on October 16, 2013 indications are that Congress will not be taking action on reauthorization of this rail safety and investment program in 2014. Congress appears to be focused on the reauthorization of MAP-21 which funds highway and transit programs (and not intercity passenger rail/Amtrak) and expires in October 2014. The immediate concern is that the Highway Trust Fund (HTF) that finances the various surface transportation programs in MAP-21 is expected to be bankrupt (incoming funds into the HTF will no longer be able to meet projected obligations to states) by mid-summer 2014 before MAP-21 expires in October 2014.

Notwithstanding the delay in addressing the reauthorization of PRIIA, staff has been working with APTA, AASHTO and other interested agencies in the preparation of principles that will lay out the development of a Rail Title with a multi-year federal capital grants program (using new revenue sources) that would be distributed to state-supported IPR and HST services. APTA adopted a set of principles at the June 2013 APTA Rail Conference, which were subsequently incorporated into APTA's Authorization Task Force Report in December 2013. These principles are aligned with the recent release of the Administration's GROW AMERICA Act (see above).

#### **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

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** OVERVIEW OF FY15 MARKETING AND COMMUNICATIONS PLAN

### PURPOSE

For the CCJPA Board to receive an overview and provide direction of the planned FY15 CCJPA Marketing and Communications Plan, which is dependent upon an allocation of FY15 funds from the State of California through the Secretary of the Transportation Agency.

### BACKGROUND

The CCJPA's marketing plan for FY 2014-15 includes the following elements:

- Advertising campaigns and broad promotions to market the Capitol Corridor service
- Development of promotional and informational materials (e.g., Timetables, Annual Performance Report, newsletters, multimedia)
- Promotional Partnership Development and Targeted Marketing Campaigns
- Social Media, School Group, Employer, Senior, and other niche marketing
- Website application development, site enhancement and maintenance
- Advocacy, Public Relations events and outreach
- Joint Outreach activities and events with local communities, Caltrans, Amtrak and/or partner agencies
- Miscellaneous marketing support, customer retention and outreach activities to raise the awareness of the Capitol Corridor Service.

At this time, the budget for the various individual contracts and agreements do not exceed \$100,000 each and as such pursuant to the rules and regulations of the CCJPA, these contracts and agreements to support the marketing plan do not require authorization of the CCJPA Board. However, should the budget of any of these other contracts or agreements exceed \$100,000, staff will seek authorization from the CCJPA Board to execute any such agreements or contracts.

As usual, staff will provide periodic updates on the FY 2014-15 marketing program (including promotions, campaigns, public informational items, et al).

### RECOMMENDATION

For information. The CCJPA Board may provide input and direction on the proposed FY15 Marketing and Communications Plan.



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** OVERVIEW OF DRAFT FY 14-15 CCJPA BUDGET

### PURPOSE

To provide the CCJPA Board with an overview of the CCJPA's Draft FY 14-15 budget.

### BACKGROUND

In preparation for the expected adoption of the CCJPA FY15 Budget by the CCJPA Board of Directors at the September 17, 2014 meeting, staff has prepared a draft budget [administrative, marketing and operations] for FY 14-15 using the budget adopted from the Business Plan Update (Resolution 14-01) compared to (1) an updated operating budget based on the Amtrak estimate for the FY15 service plan (30 weekday/22 weekend trains) and (2) the current FY 14 Amtrak operating contract budget using the PRIIA Section 209 pricing policy.

*Administrative/Marketing:* The business plan update seeks an additional \$350,000 (+8.5% over the current \$2.951 million) in the administrative/marketing budget to support added CCJPA's management duties and functions to (a) ensure Amtrak's pricing and the CCJPA operating contracts conform with the PRIIA Section 209 Policy and (b) provide staff resources to support the service planning and capital programming for an integrated California passenger rail network as part of the state's Rail Modernization program.

*Operations:* Staff received the FY15 budget forecasts from Amtrak for the Capitol Corridor trains on March 31, 2014. The total budget (which includes an equipment capital charge for the use of Amtrak locomotives used on the corridor) is \$32.264 million versus \$29.331 million in the FY2014 operating contract, an increase of \$2.933 million.

- \$2.745 million of this budget increase is due to the lowered forecast revenues that take into account FY 14 actual ridership reporting based on actual conductor e-Ticketing lifts (compared to previous ridership reports that overestimated of multi-ride ticket users). While FY14 actual ridership and revenues are equal or slightly below estimated FY13 e-Ticketing conductor reports, Amtrak overestimated the FY 14 ridership and revenues. As such, Amtrak used the FY 14 actual e-Ticketing ridership reports to develop the FY 15 ridership and revenue budget forecasts, which better represent near-term ridership levels that in turn provide more reliable revenue forecasts.
- There was a new cost in the FY 15 budget -- \$0.275 million -- for the use of 3 Amtrak locomotives in the Northern California IPR fleet (Capitol Corridor and San Joaquin). These funds are the CCJPA's 50% share (evenly split with the San Joaquin IPR service) for 1.5 locomotives and will be used to reimburse (1) Amtrak to perform Life Cycle Preventative Maintenance (LCPM) which will keep these Amtrak locomotives in a state of good repair [\$200,000] and (2) Amtrak for the installation of PTC equipment on these locomotives [\$75,000].

Overall, total operating expenses remain relatively flat for FY2015 versus FY2014 budgeted expenses (a decrease of \$88,000). Notable decreases were 3<sup>rd</sup> party costs [fuel reduction of \$1.0 million and reduced Host Railroad fees \$0.67 million] with the single increase for insurance [+ \$0.8 million, a 100% increase over FY2013] due to a national increase in premiums for all railroad services (passenger and freight).

The CCJPA has begun coordinating with Caltrans, which manages the other two California Intercity Passenger Rail (CIPR) services, and Amtrak to identify possible changes to operating service plans (e.g. consist sizing, revised train schedules) to increase revenues and/or reduce operating costs. Any subsequent changes to the CCJPA's operating budget will be presented to the CCJPA Board in the adoption of the CCJPA FY15 Budget at the September 17, 2014 CCJPA Board meeting,

These efforts will also involve the California State Transportation Agency (CalSTA), which will be allocating the state FY 15 funds to the CCJPA for the operation, marketing, and administration of the Capitol Corridor IPR service. From the submittal of the Amtrak FY 15 budget forecasts, the state financial operating support for the 3 California Intercity Passenger Rail (CIPR) services will need to increase from the FY14 budget baseline of \$108.9 million by approximately \$10 million. As mentioned in Agenda Item VI.2 the budget subcommittees in Assembly and Senate have approved this increase in the FY 14-15 state budget which will be included in the final FY 14-15 state budget to be adopted by the Legislature and submitted to the Governor for enactment.

### **RECOMMENDATION**

For information. Staff will be working with Amtrak to refine operating costs to be consistent with Section 209 pricing policy in order to provide final operating contract budget for September 2013 CCJPA Board meeting.

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director

**SUBJECT:** STATUS REPORT: OAKLAND-SAN JOSE PHASE 2 PROJECT

### PURPOSE

For the CCJPA Board to receive an update on the CCJPA's planned Oakland-San Jose Phase 2 Project which includes track improvements that will increase capacity to support an increase of up to 22 daily Capitol Corridor trains to/from San Jose/Silicon Valley.

### BACKGROUND

There are multiple objectives with the planned Phase 2 improvements between Oakland and San Jose which would provide CCJPA additional service frequencies (an increase from 14 to 22 daily Capitol Corridor trains to/from San Jose/ Silicon Valley). Caltrain is leading the design effort for projects on their portion of the Capitol Corridor route between the San Jose/Diridon and Santa Clara/University stations. Staff is now only awaiting Caltrain JPB to certify an agreement between CCJPA and Caltrain for that design work to proceed with CCJPA funding participation (\$1 million). The remainder of the secured state funding for the (30%) design and environmental phase is \$2.2 million and this is set aside to work with the Union Pacific Railroad (UPRR) portion of the CCJPA route. For the UPRR portion, the CCJPA has procured and entered into a task order-based contract with a railroad engineering consultant to develop the various project design elements of the UPRR portion of the Oakland to San Jose Phase 2 Project.

Staff continues its negotiations with UPRR regarding the precise project mix relative to support the increased frequency of Capitol Corridor trains to/from San Jose. These negotiations are supported by California State Transportation Agency (CalSTA), who is facilitating these negotiations towards terms that can be agreed to by the passenger and freight rail agencies that meet the goals of the CCJPA Oakland to San Jose Phase 2 Project.

Geographically, the Oakland to San Jose Phase 2 Projects can be split into northern and southern sections: southern projects between Newark and San Jose; and those northern projects between Fremont and Oakland. Generally the intent of these projects is to add a second track to those single track segments in each section.

- Newark-San Jose Section: Creating double track in Newark (between the UPRR Newark yard and the Mowry Avenue grade crossing) and south of the town of Alviso through the Great America/Santa Clara Station to CP Coast (where UPRR and Caltrain meet) with the added track capacity projects on Caltrain infrastructure (per the design agreement noted above). Separately from double-tracking in this southern section, staff is working with other agencies to identify any upgrades to the facilities at the Great America Station to improve access to the new Levi's/49ers Stadium which is adjacent to the station.
- Oakland-Fremont Section: The projects north of Newark require continued evaluation by staff of operations along our existing route vs. a shift to a route along the Mulford/Coast Subdivision. Tasks include review of initial ridership/revenue results, operating expenses, and capital infrastructure costs for each routing option.

The CCJPA Board will receive more detailed briefings as the results of the analyses and design efforts become available.

### RECOMMENDATION

For information.



Item V1.6

**Date: June 4, 2014**

**From: David B. Kutrosky**

**To: CCJPA Board**

**Subject: Managing Director's Report – June 2014**

**TO BE PROVIDED UNDER SEPARATE COVER ONCE MAY 2014  
PERFORMANCE RESULTS ARE RECEIVED FROM AMTRAK**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2013

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** WORK COMPLETED (June 11, 2014 Meeting)

### PURPOSE

To provide a report on work completed up to the June 11, 2014 CCJPA Board meeting.

### BACKGROUND

The following is a report on recently completed work:

- a. Business Plan Update (FY 2014-15 – FY 2015-16). Pursuant to CCJPA Resolution 14-01, the CCJPA Board adopted the FY 2014-15 – FY 2015-16 Business Plan Update at its February 19, 2014 meeting. After making some minor editorial revisions, staff completed the business plan update and submitted it to the Secretary of Business, Transportation and Housing Agency on April 7, 2014.
- b. Platform Safety Upgrades: Davis Station. The CCJPA staff has been working with Amtrak to survey stations along the Capitol Corridor route and identify those stations for safety upgrades at the platforms. A project was identified at the Davis Station which included: replacing broken platform tactile edges, repainting tactile edges, restriping yellow safety lines along the main platform, repainting safety text along main platform, and installing one safety sign. As this work would be performed near the Union Pacific Railroad tracks, Amtrak was required to secure a UPRR flag-person to protect the workers from passenger and freight trains during the project. The nearest day a UPRR flag-person could be retained for the project was Monday, May 12. The project took 5 days to complete (May 16).

The next stations to have similar safety upgrades installed are: Santa Clara/Great America, Hayward, Oakland Coliseum, Richmond, Suisun-Fairfield, Roseville and Auburn stations. These projects are expected to be completed over the next 6-9 months.

- c. Marketing Activities (February – May 2014). The following work has been completed as part of the CCJPA's FY 2013-14 Marketing and Communication Programs:
  - Advertising:
    - Weekend 50% Offer was promoted via radio traffic sponsorships, social media and online advertising, on board signs
    - Seniors Ride Half Off Midweek was promoted via a print/online ad buy and social media, on board signs
  - Publications:
    - Annual Performance Report published in February 2014
  - Promotions:
    - Oakland A's, Sacramento River Cats –Spring promotional campaigns have launched.
    - 49ers – in discussions about cross-promotion
    - Feld Entertainment – waiting for contract for Disney on Ice promotion for Fall
    - Group Travel – steady bookings throughout end of school year
  - Events/Media Relations/Customer Communications
    - Jan/Feb Track Work/Tie Renewal Project – notices completed
    - Bike to Work Month activities: partnership with Chinook Book for Oakland Bike to Work Day, participated in the Sacramento Bike to Work festival

- Bicycle Access Plan launched
- National Train Day was May 10 in Emeryville

## **RECOMMENDATION**

For information only.

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Board

**DATE:** June 4, 2014

**FROM:** David B. Kutrosky  
Managing Director, CCJPA

**SUBJECT:** WORK IN PROGRESS (June 11, 2014 Meeting)

### PURPOSE

To provide an update on work in progress up to the June 11, 2014 CCJPA Board meeting.

### BACKGROUND

The following is a report on work efforts currently underway:

- a. Sacramento to Roseville 3<sup>rd</sup> Track Environmental Review/Preliminary Engineering. The CCJPA has completed all the preliminary design development with the City of Roseville and the UPRR so staff is proceeding with the environmental documentation phase of the project. This phase is commenced with the issuance of the Notice of Preparation (NOP). As of this writing, the NOP will be released in late June 2014 and, as required, public scoping meetings will be held in the Roseville and Sacramento area respectively, as well as via an online commenting forum. Two stakeholder working groups (Roseville and Sacramento area, respectively) have been formed to be sounding boards at various project schedule milestones. CCJPA and their consulting staff will continue to keep elected officials informed throughout the process as well. The overall schedule from NOP to final environmental documentation is from June 2014 through October 2015.
- b. Status of CCJPA Bicycle Access Program. Retrofitting of the 8300-series cab cars in the Northern California fleet for bicycle storage and Positive Train Control hardware was completed in May 2014. Staff working with Amtrak and Caltrans is now able to expand bike capacity on selected weekday Capitol Corridor trains with one cab/bike 8300-series car and one 8200-series coach/bike car (or one spare 8300-series cab/bike car). This will effectively double on-train bike storage capacity on those trains with continued and sustained high levels of on-board bike counts. Further car modifications for HVAC and other modifications will mean that it will be approximately 36 months before CCJPA will be able to consistently present two bicycle cars on each trainset. The rotation cycle of the equipment will mean that some of the busier trains for bicycle use will have, at times, less than optimal bicycle storage capacity.

For the at-station bike access plan, the CCJPA has applied for an extension from the California Transportation Commission (CTC) which would provide \$556,000 to be combined with CCJPA's Proposition 1B funds for at station bicycle facilities. The timing for the extension was required to allow time for Caltrans to complete, as a requirement of the \$556,000 funds (FHWA local assistance funds), a determination that the installation of bicycle e-lockers at the historical or potential historical stations along the Capitol Corridor route would not degrade or impact the historical nature and quality of those stations (Davis and Sacramento station are historically listed). This determination was recently made (but not in time to not require the extension) thus allowing for the project to be positioned for allocation by the CTC in an upcoming meeting. Additional process will be required due to the nature of the funding to ensure that a finding is made that the expansion of the existing e-locker system based on the popularly used Bikelink system along two Capitol Corridor stations (Berkeley and Suisun/Fairfield) and extensively used in the BART system is the system that would be expanded in greater numbers to the Capitol Corridor stations identified in the CCJPA



Board adopted Bicycle Access Plan. CCJPA staff anticipate that e-lockers may be installed as planned in late 2014 or early 2015.

- c. Improvements to CCJPA Website and Automated Interactive Voice Response System. Staff is in final stages of the procurement process to update the CCJPA website and improve the CCJPA train status web/mobile device application. A vendor has been selected, and a formal agreement is pending at the time of this writing. Once a vendor is formally under contract, it is anticipated that these updates will be done in 6 to 8 weeks (early Summer 2014).
- d. Positive Train Control Update. The Union Pacific's plan for PTC implementation remains the same in that the Los Angeles basin will be first, with the Northern California area next. Initial reports are that the implementation of PTC in the LA Basin has been delayed to third quarter 2015, putting PTC installation on the Capitol Corridor route sometime after the fourth quarter of 2015 or perhaps later. The Union Pacific is also studying the possibility of beginning an initial phase where both PTC equipped and non-PTC equipped trains would operate over the Capitol Corridor route together, as a way of testing the system. Possible challenges to the overall implementation of PTC include expected action by the Federal Communications Commission (FCC) regarding coordination of radio frequencies, and potential action by the US Congress to change the deadline date. A recent report by the Government Accounting Office has suggested that PTC installation could be delayed by a variety of technical and administrative challenges. However, the recent serious accident on the Metro North commuter railroad in New York has renewed the visibility of the PTC installation project. Installation of the PTC equipment on the state-owned equipment is currently complete with all locomotives and cab cars equipped.
- e. Proposed Extension of Capitol Corridor Trains to Salinas. The California Transportation Commission allocated \$18.856 million in state-only STIP funds to TAMC for \$18.856 M in March. The TAMC "Kick Start" project is now fully funded through construction. The Kick Start Project delays the construction of new stations at Pajaro/Watsonville, Castroville and provides for an interim train equipment lay over facility south of the Salinas station.
- f. Proposition 1B Transit Safety/Security Improvement Projects The CCJPA has been advancing work on the following CCJPA security projects:
  - *Security Cameras at Capitol Corridor Stations*: Work completed on initial engineering design for installation of cameras and surveillance equipment at Auburn, Rocklin, Roseville, Suisun, Martinez, Emeryville, Oakland Jack London, and Fremont Stations. FY12/13 Prop1B funding will be used to move project forward.
  - *Security Fence Projects*: Construction is completing on 15,802 feet of fencing that has been constructed along the Capitol Corridor Route in several locations including West Sacramento, Sacramento, Suisun, Oakland, and Hayward. Construction scheduled to complete by the end of this month.
- g. Activities of Vision and Service Planning Ad-Hoc Subcommittee. The Ad-Hoc Subcommittee for the CCJPA Vision Plan Update met on May 23, 2014 to review the preliminary engineering and planning findings from a conceptual tiered schedule (tiered in three steps for ever faster service) and series of engineering improvements that could deliver upon the various tiers of faster and/or more frequent passenger train service. The subcommittee discussed these findings with the CCJPA and their consultants to help shape the next steps which involve a phasing plan and some analysis of future ridership. [A summary of the May 23 meeting will be sent under separate cover.]

h. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY2013-14 Marketing Programs:

- Advertising:
  - Take 5 Offer returns to provide discount opportunity for small groups. Full promotional campaign plans are pending. This offer will be valid through November.
- Publications:
  - Ride/Policy Guide in progress
- Promotions:
  - Oakland A's, Sacramento River Cats – preparing for Spring promotion launches
  - 49ers – in discussions about cross-promotion, creating 25% discount offer for travel to Levi's Stadium, details pending.
  - Group Travel – bookings for spring increasing, post-trip surveys will be sent out
- Events/Media Relations/Customer Communications
  - NASCAR Express Train 6/22/14
  - Sacramento River Cats VIP group – 6/22/14
  - Train Status Web Site improvements in progress
  - Bicycle Access Plan – developing new decal design for car exteriors

## **RECOMMENDATION**

For information only.