



CAPITOL CORRIDOR JOINT POWERS AUTHORITY MEETING OF THE BOARD OF DIRECTORS

Wednesday November 19, 2014

REVISED START TIME 9:30 a.m.

City Council Chambers
Suisun City Hall
701 Civic Center Blvd.
City of Suisun City, CA
(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**

*** City of Sacramento
915 “I” Street, Council Office, 5th Floor - Room 5104
Sacramento, CA**

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair *Action*
 1. Election of Chair and Vice-Chair (2-Year Term: 2015-2016)
 2. Committee for Proposed Updates to CCJPA Interagency Transfer Agreement
- IV. Consent Calendar *Action*
 1. Minutes of the September 17, 2014 Meeting
 2. CCJPA Board 2015 Meeting Schedule
 3. 2015 Capitalized Maintenance Program
- V. Action and Discussion Items
 1. Capitol Corridor Annual Performance Report (FY 2014) *Action*
 2. *Vision Plan Update* (November 2014) – Capitol Corridor Strategic Service Plan *Action*
 3. Legislative Matters *Action*
 4. CCJPA Administrative Services Agreement (February 2015 – February 2020) *Action*
 5. FY 15 Advertising Contract *Action*
 6. Sea Level Rise Adaptation – Capitol Corridor Route *Discussion*
 7. Managing Director’s Report *Info*
 8. Work Completed *Info*
 - a. CCJPA FY 14-15 Budget
 - b. CCJPA/Amtrak FY2015 Operating Agreement
 - c. State Rail Safety Month (September 2014)
 - d. Marketing Activities (September – October 2014)
 9. Work in Progress *Info*
 - a. Oakland – San Jose Phase 2 Project
 - b. Sacramento-Roseville 3rd Track Environmental Review/Preliminary Engineering
 - c. Positive Train Control Update
 - d. Station and Platform Safety Upgrades
 - e. Proposition 1B Transit Safety/Security Improvement Projects
 - f. On-Board Information System Project (OBIS)
 - g. Proposed Extension of Capitol Corridor Trains to Salinas
 - h. Upcoming Marketing Activities
- VI. Board Member Reports
- VII. Public Comment
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., February 18, 2015 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

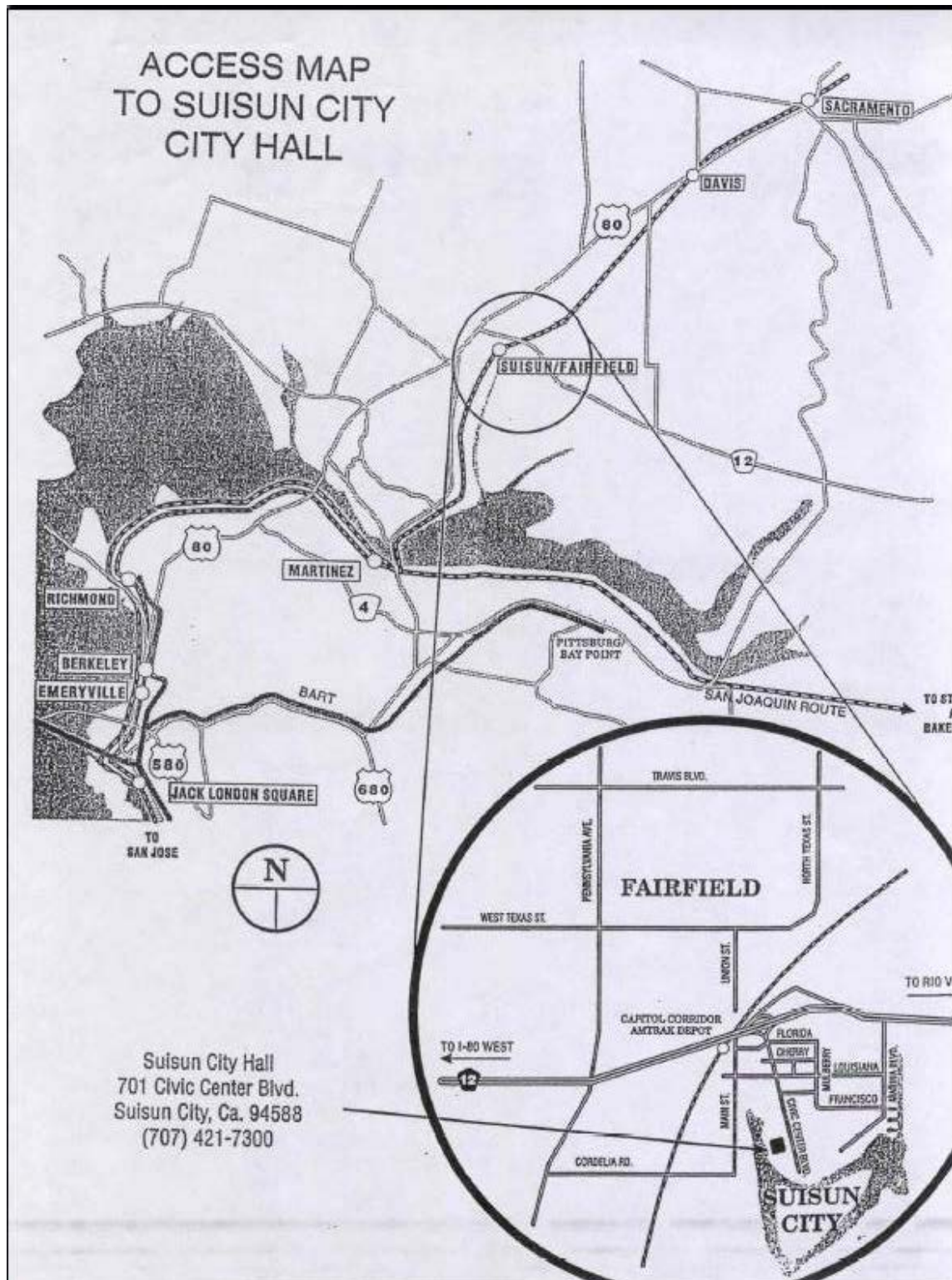
Notes:

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.

MAP DIRECTIONS TO SUISUN CITY HALL



CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Regular Board Meeting

Capitol Corridor Joint Powers Authority Board of Directors Minutes of the 94th Meeting September 17, 2014

The 94th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, June 11, 2014, via simultaneous teleconference at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California; and San Jose City Hall, 200 East Santa Clara Street, Room T1853, San Jose, California. Chair James Sperling presided; Kenneth A. Duron, Recording Secretary.

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

II. Roll Call and Pledge of Allegiance. Directors present in Suisun City: Chair James Sperling, Solano Transportation Authority (STA); Steve Cohn, Sacramento Regional Transit District (SRTD); Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Robert Davis, Yolo County Transportation District (YCTD); Lucas Frerichs, 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.

Absent: Directors Steve Hansen, SRTD; Susan Rohan, PCTPA; Rose Herrera, Santa Clara Valley Transportation Authority (SCVTA); Xavier Campos, SCVTA; James Fang, BART; and Tom Radulovich, BART.

Chair Sperling led the Board in the Pledge of Allegiance and introduced Director Robert Davis representing the Yolo County Transportation District. Director Davis shared remarks on his joining the Board of Directors.

III. Report of the Chair. Chair Sperling referred the Board of Directors to the Report of the Chair distributed during the Meeting and reviewed the Board Meeting Agenda.

IV. Consent Calendar. Chair Sperling brought forward the Consent Calendar. Director Cohn moved adoption of Item IV.1. Minutes of the June 11, 2014 Board Meeting; Item IV.2. Resolution 14-04, In the Matter of Adopting a Revised Funding Plan for the Auburn Layover Facility Improvement Program; Item IV.3. Resolution No. 14-05, In the Matter of Providing Authorization for the Capitol Corridor Safety/Security Fence Program Phase 3; Item IV.4. Resolution No. 14-06, In the Matter of Providing Authorization for the 2014 Capitol Corridor Station Safety/Security Improvement Program; Item IV.5. Resolution No. 14-07, In the Matter of Providing Authorization to Contribute Funding to the Oleum Tunnel Safety Improvement Project; and Item IV.6. Resolution No. 14-08, In the Matter of Authorizing the 2014 Capitol Corridor Track, Bridge and Signal Upgrade Program. Director Holmes seconded the motion, which passed by unanimous acclamation. Ayes: 10 – Directors Sperling, Cohn, Holmes, Davis, Frerichs, Mallett, Murray, Raburn, Saltzman, and Batchelor. Noes: 0. Absent: 6 – Directors Hansen, Rohan, Campos, Herrera, Fang, and Radulovich.

V. Action and Discussion Items (Executive Director).

1. CLOSED SESSION: Conference with Legal Counsel – Existing Litigation. Chair Spering announced the Board would enter into Closed Session under Item V.1 of today's meeting agenda and would reconvene to Open Session upon the conclusion of the Closed Session.

The Board recessed at 10:05 a.m.; reconvened in Closed Session at 10:06 a.m.

The Board recessed at 10:10 a.m. and reconvened in Open Session at 10:11 a.m.

Chair Spering asked the General Counsel if there were any announcements to be made. Mr. Matthew Burrows, General Counsel, stated that the Board had met in Closed Session and there was no announcement to be made.

2. CCJPA FY15 Budget. Mr. David Kutrosky, Managing Director, reviewed the proposed FY15 Budget and recommended adoption pursuant to enactment of the State Budget Act of 2014 and upon allocation of such funds by the State to the CCJPA.

Director Mallett moved adoption of Resolution No. 14-09, In the Matter of Adopting the Capitol Corridor Joint Powers Authority Fiscal Year 14-15 Budget. Director Frerichs seconded the motion, which passed by unanimous acclamation. Ayes: 10 – Directors Spering, Cohn, Holmes, Davis, Frerichs, Mallett, Murray, Raburn, Saltzman, and Batchelor. Noes: 0. Absent: 6 – Directors Hansen, Rohan, Campos, Herrera, Fang, and Radulovich.

3. CCJPA/Amtrak FY15 Operating Agreement. Mr. Kutrosky described the major provisions of the proposed CCJPA/Amtrak FY2014-15 Operating Agreement for Amtrak's operation of the Capitol Corridor Service (intercity train and feeder bus).

Director Batchelor moved adoption of Resolution No. 14-10, In the Matter of Approving the Agreement for the Provision of Rail Passenger Service ("FY2015 Operating Agreement") between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority. Director Mallett seconded the motion, which passed by unanimous acclamation. Ayes: 10 – Directors Spering, Cohn, Holmes, Davis, Frerichs, Mallett, Murray, Raburn, Saltzman, and Batchelor. Noes: 0. Absent: 6 – Directors Hansen, Rohan, Campos, Herrera, Fang, and Radulovich.

4. CCJPA Funding for the On-Board Information System Project. Mr. Kutrosky provided an overview of the funding request from the Proposition 1B Safety and Security fund or other applicable funds to support the development and installation of an On-Board Information System along with Caltrans and potentially other state partners.

Director Raburn moved adoption of Resolution No. 14-11, In the Matter of Approving Funding for the Development and Installation of the On-Board Information System. Director Murray seconded the motion, which passed by unanimous acclamation. Ayes: 10 – Directors Spering, Cohn, Holmes, Davis, Frerichs, Mallett, Murray, Raburn, Saltzman, and Batchelor. Noes: 0. Absent: 6 – Directors Hansen, Rohan, Campos, Herrera, Fang, and Radulovich.

5. Legislative Matters. Mr. David Kutrosky provided an overview of proposed legislative matters affecting Capitol Corridor Service. The item was discussed.

Director Murray moved that the Board authorize the 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. Directors Batchelor and Frerichs seconded the motion, which passed by unanimous roll call vote. Ayes: 10 – Directors Spering, Cohn, Holmes, Davis, Frerichs, Mallett, Murray, Raburn, Saltzman, and Batchelor. Noes: 0. Absent: 6 – Directors Hansen, Rohan, Campos, Herrera, Fang, and Radulovich.

6. Vision Plan (Preliminary Draft Report). Mr. Kutrosky introduced Jim Allison, Manager, Planning to provide review of the CCJPA's preliminary draft report for the updated Capitol Corridor Vision Plan. The item was discussed. Mr. Kutrosky advised no action was required.

7. Overview of Current and Proposed Crude Oil Train Shipments along Capitol Corridor Route. Mr. Kutrosky presented an informational report on the current and proposed train movements carrying crude oil along the Capitol Corridor route to refineries in Northern California and the Central Coast. The item was discussed.

Director Batchelor exited the meeting. Director Harry Price, Alternate for STA, entered the meeting for Director Batchelor

8. Managing Director's Report. Mr. Kutrosky commented on continuing record on-time performance; recent ridership and revenue results improving but still below plan; and customer service program upgrades. The item was discussed.

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

Ms. Patricia G. Haman and Mr. Roger C. Haman addressed the Board.

VI. Board Member Reports. Chair Spering invited Board member reports. Director Cohn reminded the Board of the upcoming celebration of the Sacramento Valley Station restoration project at the rail yards on September 26 at 10:00 a.m.

VII. Public Comments. Chair Spering invited comment from the public. Mr. Alan Smith and Mr. Mike Barnbaum addressed the Board.

VIII. Adjournment. The meeting was adjourned in recognition of Mr. Kutrosky's birthday. Meeting adjourned at 11:58 a.m. Next Meeting Date: 10:00 a.m., November 19, 2014, at the City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., Suisun City, California.

Motion: CCJPA Board adopts the minutes of the September 17, 2014 Board Meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: 2015 CCJPA BOARD MEETING SCHEDULE

PURPOSE

For the CCJPA Board to adopt the meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors during Calendar Year 2015.

BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2015. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	Location
February 18, 2015	10:00 am	Suisun, City Council Chambers * Business Plan Adoption
April 15, 2015	10:00 am	Suisun City, City Council Chambers
June 17, 2015	10:00 am	Oakland, BART Boardroom
September 16, 2015	10:00 am	Suisun City, City Council Chambers
November 18, 2015	10:00 am	Suisun City, City Council Chambers

RECOMMENDATION

It is recommended that the CCJPA Board adopt the 2015 meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors.

Motion: The CCJPB adopts the attached meeting schedule.



DRAFT

2015 Meeting Schedule CCJPA Board of Directors

Date	Time	Location
February 18, 2015	10:00 am	Suisun City, City Council Chambers * Business Plan Adoption
April 15, 2015	10:00 am	Suisun City, City Council Chambers
June 17, 2015	10:00 am	Oakland, San Francisco Bay Area Rapid Transit (BART) Boardroom
September 16, 2015	10:00 am	Suisun City, City Council Chambers
November 18, 2015	10:00 am	Suisun City, City Council Chambers

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2014

FROM: David Kutrosky
Managing Director, CCJPA

SUBJECT: CCJPA 2015 CAPITALIZED MAINTENANCE TRACK IMPROVEMENT PROGRAM

PURPOSE

For the CCJPA Board to authorize \$1.0M in the 2014 State Transportation Improvement Program - Interregional Improvement Program (STIP-ITIP) funds towards the CCJPA Capitalized Maintenance Track Improvement Program.

BACKGROUND

The Capitol Corridor has for the past 10 years invested in improving the tracks, signals, and structures that carry the Capitol Corridor trains. This Capitalized Maintenance program has been credited as an important factor in the safety, passenger ride comfort, and stellar on-time performance of the Capitol Corridor trains. In October 2014 the California Transportation Commission (CTC) allocated \$1.0M to the CCJPA under the STIP-ITIP program for the purpose of continuing the CCJPA's Capitalized Maintenance Track Improvement Program.

In consultation with the CCJPA Staff Coordinating Group (SCG), the CCJPA would like to invest these funds to continue the CCJPA Capitalized Maintenance Track Improvement Program. This capital work, if funded, would allow CCJPA to continue the current track improvement program. This program has made an important contribution towards the stellar on-time performance of Capitol Corridor trains. This is a critical element of encouraging ridership, growing revenue and improving customer satisfaction.

RECOMMENDATION

The SCG recommends that the CCJPA Board approve a budget of \$1,000,000 for the CCJPA 2015 Capitalized Maintenance Track Improvement Program and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for the implementation of this program.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Approving the
State Transportation Improvement Program – Interregional Improvement
Program (STIP-ITIP) funds to the Capitol Corridor
2015 Capitalized Maintenance Track Improvement Program/

Resolution No. 14-12

WHEREAS, at its October 2014 meeting, the California Transportation Commission (“CTC”) approved an allocation of \$1.0 million in State Transportation Improvement Program - Interregional Improvement Program (STIP-ITIP) funds for the CCJPA Capitalized Maintenance Track Improvement Program; and

WHEREAS, good on-time-performance of Capitol Corridor trains is a critical element of encouraging ridership, growing revenue and improving customer satisfaction; and

WHEREAS, to date the CCJPA Capitalized Maintenance Track Improvement Program has made an important contribution towards the stellar on-time performance of Capitol Corridor trains; and

RESOLVED, that the CCJPA does hereby approve a budget of \$1,000,000 for the CCJPA 2015 Capitalized Maintenance Track Improvement Program and authorize the CCJPA Executive Director or her designee to enter into the necessary contracts and funding agreements for the implementation of this program;

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

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: CAPITOL CORRIDOR ANNUAL PERFORMANCE REPORT (FY 2013-14)

PURPOSE

For the CCJPA Board to review, comment, and adopt the draft Capitol Corridor Annual Performance Report for the reporting period of Federal Fiscal Year (FY) 2013-14 (October 2013 through September 2014).

BACKGROUND

Included in the CCJPA's outreach activities is the development of an annual performance report that presents the basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity is, as measured by standard business performance indicators.

For FY 2013-14, monthly ridership reporting used real-time data captured from conductor hand-held mobile e-Ticketing counters. To that end, FY 2013-14 ridership for the Capitol Corridor was below FY 2012-13 (and previous years) on a monthly basis by 15% to 20% as these previous year counts overestimated riders using multi-ride tickets (10-ride, monthly passes). That being said, FY 2013-14 ridership increased by 1% compared to adjusted FY 2012-13 ridership when using actual e-Ticketing results and revenues for FY 2013-14 were even with FY 2012-13 results. Other notable performance results for FY 2013-14 include the following:

- the service captured first place in on-time performance at 95%, marking the fifth consecutive year that the Capitol Corridor was the most reliable service in the Amtrak system;
- continued high customer satisfaction
- reduced fuel consumption by (1) repowering locomotives with more fuel efficient engines and (2) using electrical cabinets to power locomotives overnight in San Jose rather than burning diesel fuel.
- recently enacted state legislation (in June 2014) that establishes Cap and Trade revenues as a steady source of state capital funding to finance the projects necessary to support the CCJPA's service expansion plans to San Jose/Silicon Valley and Placer County.

Similar to last year's FY 2013 report, this year's annual report (a draft will be sent under separate cover) will be a leaner format and focus on notable service statistics and overall performance in FY 2013-14. As in previous years, this report is to be utilized by CCJPA Board Directors and staff to raise the awareness of and present the success of the Capitol Corridor Service to interested parties – elected officials, local communities, chambers of commerce.

Staff is pursuing an aggressive timeline for the completion of the final version of the Annual Performance Report, in order to make it available during the start of the California Legislative Session in mid-January 2015. Comments from the CCJPA Board will be incorporated into a final version. In addition to the Legislature, the document will be used in presentations to local community leaders and other interested parties that are or may be involved in partnership with the CCJPA.

RECOMMENDATION

It is recommended that the CCJPA Board approve and adopt, as revised in conjunction with comments from the CCJPA Board, the Capitol Corridor Annual Performance Report (FY 2013-14).

Motion: The CCJPB adopts the attached resolution.

AGENDA14.nov

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Capitol Corridor
Annual Performance Report (FY 2013-14)/

Resolution No. 14-13

WHEREAS, the CCJPA has identified the development of a Capitol Corridor Annual Performance Report (“Report”) as a means of providing basic information regarding how the public investment in the Capitol Corridor is being managed and what the resulting service quality and quantity is, as measured by standard, industry business performance indicators; and

WHEREAS, the Report is to be utilized by the CCJPA as an outreach tool to present the success of and the CCJPA’s vision for Capitol Corridor Service to interested parties, such as elected officials, local communities, and chambers of commerce; and

WHEREAS, a draft Report for Federal Fiscal year 2013-14 (“FY 2013-14”) was transmitted to the CCJPA Board and comments received from the CCJPA Board at its November 19, 2014 Meeting will be incorporated into the Final Report; and

WHEREAS, the Final Report will be transmitted by mid January 2015 to the State legislators and will also be used in presentations to local community leaders and other interested parties in the corridor;

RESOLVED, that the CCJPB does hereby approve the Report for FY 2013-14, substantially in the form presented to this meeting, subject to appropriate policy review;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA and its member agencies to distribute the Report, as revised pursuant to comments received at the November 19, 2014 CCJPB Meeting, to interested parties and utilize the Report as an outreach and promotional tool to raise the awareness of the Capitol Corridor Service and develop partnerships with state, regional and local officials.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: *VISION PLAN UPDATE* (NOVEMBER 2014) – CAPITOL CORRIDOR STRATEGIC SERVICE PLAN

PURPOSE

For the CCJPA Board to adopt the *Vision Plan Update* (November 2014).

BACKGROUND

The CCJPA Board formed an Ad Hoc Vision Plan Subcommittee of the CCJPA Board to provide CCJPA and planning/engineering consultants working on the CCJPA *Vision Plan Update* (November 2014) an opportunity for feedback and direction as various milestones in the development of the Plan were met. The Ad Hoc Subcommittee has met three times to receive staff reports and provide policy direction and general comments on the updated document, especially relating to long-term (20 year plus) objectives. The most recent meeting was held prior to this November 19, 2014 Board meeting where the Ad Hoc Committee reviewed initial ridership estimates for conceptual implementation of the long-term vision and determined the follow-up actions in anticipation of the release of the *Vision Plan Update*. The final draft version of the *Vision Plan Update* (November 2014) (sent under separate cover) is provided to give the full CCJPA Board an opportunity to provide any final input and direction before a final *Vision Plan Update* is approved by the CCJPA Board at this November 19, 2014 meeting.

Prior to forming the Ad Hoc Subcommittee the CCJPA staff had identified the short (0-10 years) and medium (10-20 years) term objectives of the *Vision Plan*, which were to essentially incrementally phase-in the Capitol Corridor service expansion plan to currently underserved markets and pursue an extension of service to/from Salinas. Some of these short-term objectives are being developed at this time (Oakland to San Jose Phase II service expansion and Sacramento to Roseville 3rd Main Track) and expansion of service to Salinas is in the planning stages. In the medium term, the CCJPA has identified options to speed service from the current 79 mph maximum, incrementally to 90 mph and beyond as well as realize a system where there is (nearly) consistent service frequency from Roseville to San Jose with expanded service to Auburn and Salinas.

The long-term plan is based on a higher speed (150 mph) electrified high frequency service with a mixture of limited stop and full stop service available. Such a high-frequency service plan would require extensive capital-intensive projects to achieve the operating conditions that could create a service like this. While this may seem ambitious, this is the type of service that exists in many Asian and European countries today and is so integral to the way their economies function. Chiefly, the key elements of long-term in-progress draft *Vision Plan* are as follows:

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- | | |
|---|--|
| <ul style="list-style-type: none"> • Up to 15 minute service frequency designed to clock-face pulse with transit connections • Up to 150 mph hour speed | <ul style="list-style-type: none"> • Route development/adjustment to impacts of sea level rise • A new non-lifting high-level rail bridge across the Carquinez Strait and Sacramento River |
| <ul style="list-style-type: none"> • Dedicated passenger rail tracks/routes • Ensuring freight rail service has room to function and expand compatibly in proximity or along other routes to Capitol Corridor | <ul style="list-style-type: none"> • Electrical power as the source of propulsion • Integration with new/expanded transit hubs with BART and other rail services including high-speed rail |
-

Several routing options were subjected to a conceptual engineering analyses including utilization of existing highway corridors but the best options which preserve the notion that the fastest distance between two points is a straight line and maximize capital investments to meet the service objectives generally have the long-term Capitol Corridor service along (or at least parallel) to the existing route with some exceptions between Richmond and Martinez and with alignment options between Oakland and San Jose.

Using the conceptual engineering, three schedules were developed to test sensitivity of alignment options to affecting ridership. The alignment options differed in track routing between Martinez and Richmond and between route options and some stations between Oakland and San Jose but were otherwise met the objectives above. The ridership analysis was based on the current California Intercity Passenger Rail Model using the optimized schedules based on the three high-level engineering designs with their three slightly different alternatives, and enhanced transit connections especially with a presumed new BART station in the West Oakland area. While the model available has some inherent limitations, as discussed in the *Vision Plan Update*, the crucial findings were that given the three alternatives, ridership changed to a minor degree between the alternatives. It became apparent that political, cost, and environmental feasibility should be the overriding considerations of which of the long-term alignments is pursued and that ridership was generally not a driving factor. It was also the opinion of the Ad Hoc Committee that the ridership gains suggested by the modeling efforts were sufficient to warrant ongoing Vision Planning efforts. In short, the target is worth pursuing further.

Alternative	2015 Service Plan Service	Year 2015 with Vision Plan service	2015 Service with 2040 Growth	2040 Vision with Growth
Baseline	1,402,300		2,267,200	
Alternative A		3,778,200		6,108,600
Alternative B		3,825,700		6,190,700
Alternative C		3,732,700		6,038,400
Average		3,778,867		6,112,567
Ridership Gain	vs. 2015 Vision	2,376,567	From 2015 Service	4,710,267

To carry this work further the CCJPA staff has included in the *Vision Plan Update* proposed follow up actions titled, *Vision Implementation Plan*, and an outreach effort titled, *Vision Communications Plan*. The *Vision Implementation Plan* is primarily aimed at refining the high level details from the *Vision Plan Update*. This will include developing transitional capital and operating plans from the short/medium-term Capitol Corridor service to a long-term Capitol Corridor service, which will include refined ridership estimates, and service integration plans with local/regional and state partner transportation partners. The *Vision Communications Plan* is conceptualized as the third of the three preliminary planning documents that will combine the elements of the *Vision Plan Update* and the *Vision Implementation Plan* into an actionable advocacy and funding plan to garner the long-term capital and political support for the implementation. Once these three documents are developed and adopted by the CCJPA Board, then the appropriate environmental planning documents can be prepared to move the larger long-term Vision Plan forward. However, on an ongoing basis, there will be regular milestone meetings of the Ad Hoc Committee as we move through these steps with ongoing evaluation of key milestones the full CCJPA Board.

RECOMMENDATION

The SCG recommends that the CCJPA Board adopt the *Vision Plan Update* which includes the follow-up actions and planning documents to be under the direction of the CCJPA Board Ad Hoc Vision Plan Subcommittee.

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 Adoption of the
Capitol Corridor Vision Plan Update (November 2014)/

Resolution No. 14-14

WHEREAS, the prior version of the CCJPA Vision Plan Update was last completed in June 2005; and

WHEREAS, the CCJPA Board expressed the desire in 2012 for the next Vision Plan Update to include in both a near-term 20 year planning horizon and longer range (20+ year) plan focused on more ambitious service objectives for this corridor; and

WHEREAS, the CCJPA Board established the Ad Hoc Vision Plan Subcommittee of the CCJPA Board to give direction and feedback at key milestones in the development of the *Vision Plan Update*; and

WHEREAS, the objectives of the Vision Plan Update were to accommodate a plan for faster and more frequent service, greatly enhanced transit connections, coordination with other long-term planning efforts, as well as the effects of sea level rise adaptation; and

WHEREAS, the Ad Hoc Vision Plan Subcommittee of the CCJPA Board, working with staff, met at three key milestone points to outline objectives, engineering feasibility and options, and ridership modeling results and next steps beyond the initial *Vision Plan Update* document; and

WHEREAS, the Ad Hoc Vision Plan Subcommittee recommends that the CCJPA Board adopt the *Vision Plan Update* (November 2014) with recommended additional follow-up planning efforts; and

RESOLVED, that the CCJPB does hereby adopt the *Vision Plan Update* (November 2014) and direct CCJPA staff to continue working with the Ad Hoc Vision Plan Subcommittee of the CCJPA Board to further advance the findings of the *Vision Plan Update*.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

Legislative Matters

State Legislative Matters

Draft FY 15-16 State Budget

In January 2015, the Governor is required to draft a State Budget for FY 15-16. The State Budget Act of 2014 for FY 14-15 included \$119.5 million to support the operation of the three CA IPR services (San Joaquin, Capitol Corridor and Pacific Surfliner), which conforms with the PRIIA Section 209 pricing policy for the nation's twenty-seven (27) Amtrak-operated, state supported IPR services. It is anticipated that the Governor's Draft FY 15-16 State Budget will continue with this conformance to PRIIA Section 209 for the three CA IPR services.

Actions by the Governor's Administration to Implement Various Cap and Trade Programs

The California Air Resources Board (CARB) and California Environmental Protection Agency (CalEPA) are currently developing guidelines for various programs that were enabled under the landmark legislation that established the California Cap and Trade program.

The California State Transportation Agency (CalSTA) is currently developing draft guidelines for the Transit/Intercity Passenger Rail Cap and Trade program, which are expected to release in draft form in December 2014 with a possible hearing and comments due to CalSTA in January 2015. This program represents 10% of the revenue from the Cap and Trade auction proceeds and will be made available on a competitive basis for transit and intercity passenger rail services and projects, which also requires at least a 25% benefit to disadvantaged communities.

Bills will be introduced when the state Legislature convenes in early January 2015 marking the beginning of the 2015-2016 Legislative Session.

Federal Legislation

Congressional Efforts for Surface Transportation and Rail Safety Reauthorizations

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) expired on October 16, 2013 and most recently in September 2014 Congress House Transportation and Infrastructure (T&I) Committee passed bipartisan legislation that would reauthorize PRIIA. The legislation, H.R. 5449, is titled the Passenger Rail Reform and Investment Act (PRRIA). The CCJPA along with other CIPR agencies sent a joint letter supporting the concepts set forth in H.R. 5449. As proposed, PRRIA would:

- Increase transparency in Amtrak's bookkeeping and accounting

- Provide an annual authorization of \$150 million for capital projects over four years as part of the National Network (including long distance and state supported IPR services)
- Create the State-Supported Route Advisory Committee to help oversee implementation of the pricing policy and methodology for state IPR services, pursuant to Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. Funding for the Committee would be authorized within the USDOT budget to support the work of the Committee.
- Include Positive Train Control (PTC) as an eligible project for RRIF financing
- Improve project delivery through the streamlining of environmental reviews.

The bill has not been taken up by the Senate and will not advance in the current calendar year; however, H.R. 5449 puts out a marker for investment in state IPR services while proposing reforms that will improve the cost containment.

In July 2014, Congress extended MAP-21 to March 2015 in order to address the impending insolvency of the Highway Trust Fund (HTF) that finances the various surface transportation programs in MAP-21.

RECOMMENDATION

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2014

FROM: Celia McAdam,
Placer County Transportation Planning Agency (CCJPA SCG Member)

SUBJECT: SELECTION OF CCJPA MANAGING AGENCY (5-YEAR TERM EFFECTIVE FEBRUARY 20, 2015)

PURPOSE

For the CCJPA Board to select BART as the Managing Agency for the CCJPA and to extend the Administrative Support Agreement (ASA) with the San Francisco Bay Area Rapid Transit District (BART) for a five -year term from February 2015 through February 2020.

BACKGROUND

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 ASAs 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 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 2009, covers the five years starting in February 2010 and is set to expire in February 2015.

With the pending end of BART's term as the Managing Agency to the CCJPA, the SCG members have discussed the various scenarios of an agency that is best suited to perform the management and administrative duties to the CCJPA.

After deliberation, the SCG feels that preparation and publication of a request for proposals, a mechanism commonly used to select providers of professional services in similar situations, would not be productive in this case for several reasons, including the following:

1. The SCG members could not identify any existing public rail transit agency, which has performed the administrative functions for an intercity rail service other than BART.
2. None of the SCG members knew of any such agency, which has expressed any interest in submitting a proposal for such work.
3. Any such request for proposals would have to reveal that, similar to BART's role as administrator to the CCJPA, compensation for any proposer's services is not guaranteed, is solely at the annual discretion of the California legislature, and that any provider would take on the potential risk of being underpaid, or not paid at all, for its services.
4. The legislative grant of authority to the CCJPB to select a successor agency (a) already contains a specific authorization to allow selection of BART as the successor provider of administrative services, and (b) gives broad latitude to the CCJPB in the methods used to select such a successor by providing that the Board may make such decision " . . . through procedures that it determines."

More importantly, BART continues to do an excellent job in providing the administrative support needed for the operations of the CCJPA, at a very reasonable price. In fact, CCJPA Managing Director Kutrosky was able to reduce the negotiated overhead rate over the course of the last ASA from 38% in 2010 to 16.5% in 2014, while still providing all the support needed for efficient operations. The current ASA is projected to continue the overhead costs at the current 16.5% rate.

Accordingly, the SCG is recommending, based on the continuing success of the Service performance as well as the beneficial, cooperative relationship between BART and the CCJPA member agencies, that BART be reappointed to provide administrative support to the CCJPB for another five-year term as provided for by the amended statute.

RECOMMENDATION

The SCG recommends that the CCJPB extend the Administrative Services Agreement (ASA) with the San Francisco Bay Area Rapid Transit District (BART) for a five-year term, effective February 2015 and continuing through February 2020.

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Extending the Administrative Services Agreement
Between the Capitol Corridor Joint Powers Authority and the Managing Agency
For Five Years (February 2015-February 2020)/

Resolution No. 14-15

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 support to the Capitol Corridor Joint Powers Board (“CCJPB”) to perform its duties and responsibilities; and

WHEREAS, pursuant to California law, the CCJPB 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 the Managing Agency’s administrative and management duties to the CCJPA will be for five years; and

WHEREAS, at its February 16, 2005 meeting the CCJPB selected BART to serve as Managing Agency to the CCJPA in the ASA for a five-year term, and extending until February 19, 2010; and

WHEREAS, at its November 18, 2009 meeting the CCJPB selected BART to serve on the same terms and conditions as previously stated in the ASA for a five-year term, and extending until February 19, 2015; and

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

WHEREAS, one of the factors in the continuing successful performance of the Capitol Corridor has been the CCJPA’s management of the Service through the beneficial, cooperative relationship between BART and the CCJPA member agencies;

RESOLVED, that the CCJPB does hereby select BART to serve on the same terms and conditions as previously stated in the ASA for a five-year term, commencing upon the date of termination of the term of the current ASA, February 19, 2015, and extending until February 19, 2020.

AND BE IT FURTHER RESOLVED, that the Chair of the CCJPB forthwith transmit a copy of this resolution to each of the CCJPA member agencies.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2014

FROM: David B. Kutrosky
Managing Director, CCJPA

SUBJECT: FY 15 ADVERTISING CONTRACT

PURPOSE

For the CCJPA Board to authorize staff to enter into the necessary agreements to implement the Capitol Corridor advertising plan for FY 15.

BACKGROUND

As part of its marketing program, the CCJPA retains the services of advertising and marketing agencies to support the CCJPA's marketing plan. At the June 11, 2014 CCJPA Board meeting, staff presented the CCJPA marketing plan for FY 15, which includes \$200,000 for advertising campaigns and broadscale promotions to market the Capitol Corridor service.

For FY 15, CCJPA staff plans to heavily market to leisure-driven small groups such as families and friends, and is currently developing promotional offers aimed at building off-peak travel among this demographic market.

To maximize cost efficiencies and workflow production, CCJPA is seeking to retain an advertising agency to lead campaign efforts to market these offers, with a budget of \$200,000 to provide full advertising agency services such as creative development, media recommendations and purchasing, and campaign oversight. The selected advertising agency will utilize the existing creative campaign, called "Next Stop," and adapt and update it for FY 15 offers and promotional objectives, allowing the media purchase budget to be maximized, and also reducing staff time spent on coordinating various graphic designers to update artwork. Additionally, the advertising agency can provide CCJPA support in media purchasing and creative design updates for other promotional partnership efforts that materialize during the fiscal year.

CCJPA staff is engaged in a competitive bid process for the work and is currently reviewing bid submittals. Because the budget for the FY 15 Advertising Campaign exceeds \$100,000, pursuant to the rules and regulations of the CCJPA, staff is seeking authorization from the CCJPA Board to proceed.

As usual, staff will provide periodic updates on the FY 2014-2015 marketing program (including promotions, campaigns, public informational items, et al).

RECOMMENDATION

It is recommended that the CCJPA Board adopt a budget for the CCJPA FY 15 advertising campaign for an amount not-to-exceed \$200,000 and to authorize the CCJPA Executive Director or her designee to, and to enter into the necessary agreements to support the advertising campaign.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Staff to Enter into Contract
For Advertising Services to Support the FY 15 Advertising Campaign/

Resolution No. 14-16

WHEREAS, the CCJPA has identified small groups and families and friends as target markets for FY 15 (“FY 15 Campaign”) and is developing offers aimed at these groups in its FY 14/15 Marketing Plan;
and

WHEREAS, the FY 15 Campaign will promote off-peak travel aboard trains with available capacity;
and

WHEREAS, the CCJPA seeks the services of a full-service advertising agency at this time to oversee and execute all aspects of the FY 15 Campaign; and

WHEREAS, the CCJPA has identified a not-to-exceed budget of \$200,000 for the FY 15 Campaign and is seeking out advertising proposals in a competitive bid process in accordance with CCJPA procurement procedures; and

RESOLVED, that the CCJPB does hereby approve the budget for the FY 15 Campaign budget for an amount not to exceed \$200,000;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA Executive Director or her designee to enter into any agreements with the selected advertising agency to manage and oversee the FY 15 Campaign.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: SEA LEVEL RISE ADAPTATION – CAPITOL CORRIDOR ROUTE

PURPOSE

To provide the CCJPA Board with an overview of the findings of the Capitol Corridor Sea Level Rise Vulnerability Assessment.

BACKGROUND

The Capitol Corridor Sea Level Rise Vulnerability Assessment is an effort to understand the vulnerabilities of railroad operations and service to the impacts of sea level rise and extreme storms. The assessment adopted San Francisco Bay Conservation Development Commission's (BCDC's) Adapting to Tides Planning Process and focused on six focus areas along the train service route (Suisun/Fairfield, Martinez, Point Pinole, Oakland, Oakland Coliseum, and Alviso/Santa Clara Great America). Assets assessed in these focus areas include railroad tracks, railroad bridges, the railroad signal system, a maintenance facility, as well as train stations that serve the Capitol Corridor route. Four types of vulnerabilities were identified – physical, functional, governance, and information. The assessment was completed by Shirley Qian, a Climate Corps Bay Area Fellow who is now a member of the CCJPA staff.

Asset Vulnerabilities

Overall, all the assets assessed in the study experience some mix of physical, functional, governance, and information vulnerabilities. The following are key takeaways of the vulnerability assessment:

- The linear character of the **railroad system** inherently lacks redundancy, and any disruption to one section or one component of the system disrupts the entire system.
- The functionality of the **railroad tracks** depends upon the functionality of the signal system; impacts of disruptions to the signal system range from train delays to entire shutdown of the route, depending on the number of disruptions to the signal system at one time.
- Some **Capitol Corridor stations** are physically vulnerable to sea level rise due to their geographic location, and all are functionally vulnerable because of their reliance upon external power.
- The **Oakland Maintenance Facility** is especially vulnerable to rising sea levels and liquefaction due to its location and its sensitive below-grade components.
- The complex ownership and management structure for Capitol Corridor assets will likely complicate planning processes for future adaptation or resilience projects.
- There is a significant lack of detailed, easily accessible, and well-coordinated public information about railroad infrastructure (tracks, signal system, and bridges) owned by Union Pacific, and there is currently no formal information sharing agreement between Union Pacific and CCJPA.

Focus Area Vulnerabilities

The array of focus areas considered in the assessment characterize the impact of sea level rise on assets in different geographic and land use settings and serve as an overview of the range of the vulnerabilities and risks faced by the Capitol Corridor passenger train system in the future. In these focus areas, the risks of permanent inundation, temporary flooding, and shoreline erosion comes from nearby sources or bodies of water, which includes wetlands, the Bay, and streams. Another factor that can cause physical damage to

railroad assets is liquefaction. Saturated soils that are loose or sandy will exhibit the characteristics of a liquid when shaken long and hard enough, which could cause structures built on top of the soil to distort and collapse. As the groundwater levels rise due to sea level rise, liquefaction zones are expected to increase in overall extent.

Related Staff Activity

- Staff will work with partners to fill in information gaps identified in the assessment and continue to participate in regional adaptation efforts to strengthen and build relationships with neighbors and stakeholders.
- The results of the assessment and general future sea level rise concerns have been included in the Vision Plan development process and final draft.

RECOMMENDATION

For discussion.



Date: November 12, 2014

From: David B. Kutrosky

To: CCJPA Board

Subject: Managing Director's Report – November 2014

**TO BE PROVIDED UPON RECEIPT OF OCTOBER 2014 SERVICE
PERFORMANCE RESULTS FROM AMTRAK**

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK COMPLETED (November 19, 2014 Meeting)

PURPOSE

To provide a report on work completed up to the November 19, 2014 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. CCJPA FY 14-15 Budget. On October 17, 2014, the CCJPA received the allocation letter from the California State Transportation Agency (CalSTA) for the state funds to support the CCJPA FY 14-15 budget. These funds will support CCJPA activities that include administrative and marketing activities [\$4,125,000] and support the operation of the Capitol Corridor service [\$32,596,000], which is \$29,000 less than the budget adopted in CCJPA Board Resolution 14-09. This reduced budget amount will not materially affect the operating contract with Amtrak (see below). The letter from CalSTA provides a supplemental allocation of \$500,000 for Minor Capital projects.
- b. CCJPA/Amtrak FY2015 Operating Agreement. With the receipt of the allocation letter of FY 14-15 funds from CalSTA and pursuant to CCJPA Board Resolution 14-10 (adopted September 17, 2014), staff and Amtrak have completed the FY2015 CCJPA/Amtrak Operating Agreement which has been executed by the parties. While the allocation of service/operating funds is \$29,000 [-0.09%] less than what was originally projected, the revised budget will be able to support the FY 2015 Capitol Corridor service plan.
- c. State Rail Safety Month (September 2014). State Rail Safety Month – CCJPA participated in Caltrans' "Be Track Smart" Rail Safety campaign during the month of September. The campaign featured a banner that was displayed at various California stations encouraging passers-by to sign it and pledge to "Be Track Smart." Signing of the banner was featured on social media channels, along with supplemental messaging about safety around the rails.
- d. Marketing and Communications Activities (September – October 2014): The following work has been completed as part of the CCJPA's FY2014-15 Marketing and Communications Programs:

- Advertising:
 - Take 5 Offer is a discount opportunity for small groups, and is being promoted via social media, online advertising and radio traffic sponsorships. This offer will be valid through November.
 - Working with Amtrak to evaluate impact of continuing the Take 5 offer and/or creating a Friends and Family discount offer to attract small group ridership.
- Publications and Promotions:
 - Train Treks brochure printed and mailed to area schools
 - Cal football, Oakland Raiders programs – In progress
 - Levi's Stadium –25% discount offer for travel to Levi's Stadium is valid through April 2015 to promote travel to Great America/Santa Clara for all events at Levi's Stadium
 - Feld Entertainment/Disney On Ice – Joint promotion with Amtrak began in October
 - Group Travel – collaborating with Amtrak to improve the booking process both internally and externally so that CCJPA can focus on sales and marketing of the program.
- Events/Media Relations/Customer Communications
 - NVIDIA Commuter Fair (Oct. 2)
 - Rider Appreciation Events – October 22, held “Cappy Hour” with discounted beverages aboard all trains and staffed events with food samples on selected trains.
- Train Status Web Site – entered into contract with vendor to provide updated train status information via Capitol Corridor website and via mobile app.

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2014

FROM: David B. Kutrosky
Managing Director

SUBJECT: WORK IN PROGRESS (November 19, 2014 Meeting)

PURPOSE

To provide an update on work in progress up to the November 19, 2014 CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Oakland-San Jose Phase 2 Project. The engineering and environmental consultants working for CCJPA on this project have completed initial survey data gathering and are in the process of assembling the base maps for use in the design process. CCJPA have also consulted with UPRR regarding upgrades to the track infrastructure adjacent to and serving the Great America/Santa Clara station that can be completed in time to serve the Levi's Stadium for Super Bowl 50 (February 6, 2015).
- b. Sacramento to Roseville 3rd Track Environmental Review/Preliminary Engineering. CCJPA staff is reviewing the various technical reports which will be incorporated into the draft Environmental Impact Report (EIR) for CEQA and Environmental Assessment (EA) for NEPA. CCJPA and our consultants are planning two more workshop events, one as a stakeholder meeting for any input and comments not already received and one meant as a public event which will focus on the Roseville downtown area and plans related to future parking as well as downtown Roseville improvements. Both of these events are planned for January 2015. An administrative draft EIR/EA will be reviewed by CCJPA and other consulting agencies on schedule for April 2015.
- c. 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 except for the installation of PTC radios and antennas on the locomotives. Once the state-owned equipment is fully equipped, Capitol Corridor trainsets will be

tested for interoperability with Caltrain's PTC system, which is expected to be installed and ready for testing in mid- to late-2015.

- d. Station and Platform Safety Upgrades. 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. The improvements include: replacing broken platform tactile edges, repainting tactile edges, restriping yellow safety lines along the main platform, repainting safety text along main platform, and installing safety signs. Work has been completed at a number of stations; the next stations to have similar safety upgrades installed are: Santa Clara/Great America, Hayward, Oakland Coliseum, Richmond, Suisun-Fairfield, Roseville and Auburn stations. Work at these stations will commence before the end of 2014.
- e. Proposition 1B Transit Safety/Security Improvement Projects. The CCJPA has been advancing work on the following CCJPA security projects. A number of Passenger Information Display System (PIDS) signs, made surplus by the construction of new boarding platforms at Sacramento, will be relocated to the bus bays at the Sacramento station. New safety/information display signs, based on the MTC Hub Signage program, are being designed and are planned to be implemented at all Capitol Corridor stations.
- f. On-Board Information System (OBIS) Project. CCJPA, Caltrans, and Amtrak staff have been working with the respective upper management and legal teams to determine what form of contracting relationship will be utilized for OBIS moving forward. The State of Illinois will also be involved as they are involved in the purchase and manufacturing of the new bi-level passenger rail cars. Next steps include preparing draft agreements and establishing a schedule for the first task orders.
- g. Proposed Extension of Capitol Corridor Trains to Salinas. TAMC Staff has kicked off the design work for the Salinas Extension Kick Start project and is working on acquiring property in Salinas for the train station.
- h. Upcoming Marketing and Communications Activities – The following work is underway as part of the CCJPA's FY2014-15 Marketing Programs:
 - Advertising
 - Will work with advertising agency to develop campaign to support promotion of small group discount offer(s)
 - Will conduct photo shoot in November to grow library of images used for advertising and other marketing activities
 - Publications and Promotions
 - Ride/Policy Guide. Printing in progress
 - San Jose Holiday Ice Rink partnership
 - Events/Media Relations/Customer Communications
 - Rider Appreciation Events – determining dates for future “Cappy Hour” events
 - Train Status Web Site – working with vendor to develop mobile and web app. Expected launch February 2015

RECOMMENDATION

For information only.