



CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE CAPITOL CORRIDOR JOINT POWERS BOARD
Wednesday November 19, 2008
10 a.m.

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

A simultaneous teleconference call will take place at:

Placer County Transportation Planning Agency
299 Nevada Street (2nd Floor Conference Room)
Auburn, CA 95603
For information contact: (530) 823-4030

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance
- III. Report of the Chair
 1. Election of Chair and Vice-Chair (2-Year Term: 2009-2010) *Action*
- IV. Minutes of September 17, 2008, 2008 Meeting *Action*
- V. Consent Calendar *Action*
 1. Annual Performance Report (FY 08)
 2. Proposition 1B – FY 09 Transit Security Intercity Passenger/Commuter Rail Projects
 3. 2009 CCJPA Board Meeting Schedule
- VI. Action and Discussion Items (Executive Director)
 1. Legislative Matters *Action*
 2. FY 09 Federal Intercity Rail Capital Grant Applications *Action*
 3. Purchase of UPRR Oakland Subdivision Right-of-Way for Dumbarton Rail Project *Action*
 4. Air Quality Upgrades for California Intercity Rail Locomotives (presented by SMAQMD) *Discussion*
 5. Fremont/Cisco A's Ballpark Village (presented by City of Fremont) *Discussion*
 6. Results of July 2008 On Board Surveys *Discussion*
 7. Managing Director's Report (Status of Service Performance) *Info*
 8. Work Completed
 - a. October 27, 2008 Timetable Change *Info*
 - b. Marketing Activities (June – August 2008) *Info*
 9. Work in Progress
 - a. Prop 1B FY 08 Transit Safety/Security Improvement Projects *Info*
 - b. Prop 1B Intercity Rail Project Allocations: Bahia Crossover, Emeryville Track Upgrades *Info*
 - c. Yolo Causeway West Crossover Project Design/Engineering and Access Agreement *Info*
 - d. CCJPA FY 2009-10 – FY 2010-11 Business Plan Update *Info*
 - e. CCJPA FY 08 Independent Audit *Info*
 - f. Upcoming Marketing Activities *Info*
- VII. Board Member Reports
- VIII. Public Comment
- IX. Adjournment. Next Meeting Date: 10:00 a.m., February 18, 2009 at City Council Chambers, Suisun City Hall, 701 Civic Center Blvd., City of Suisun City, CA

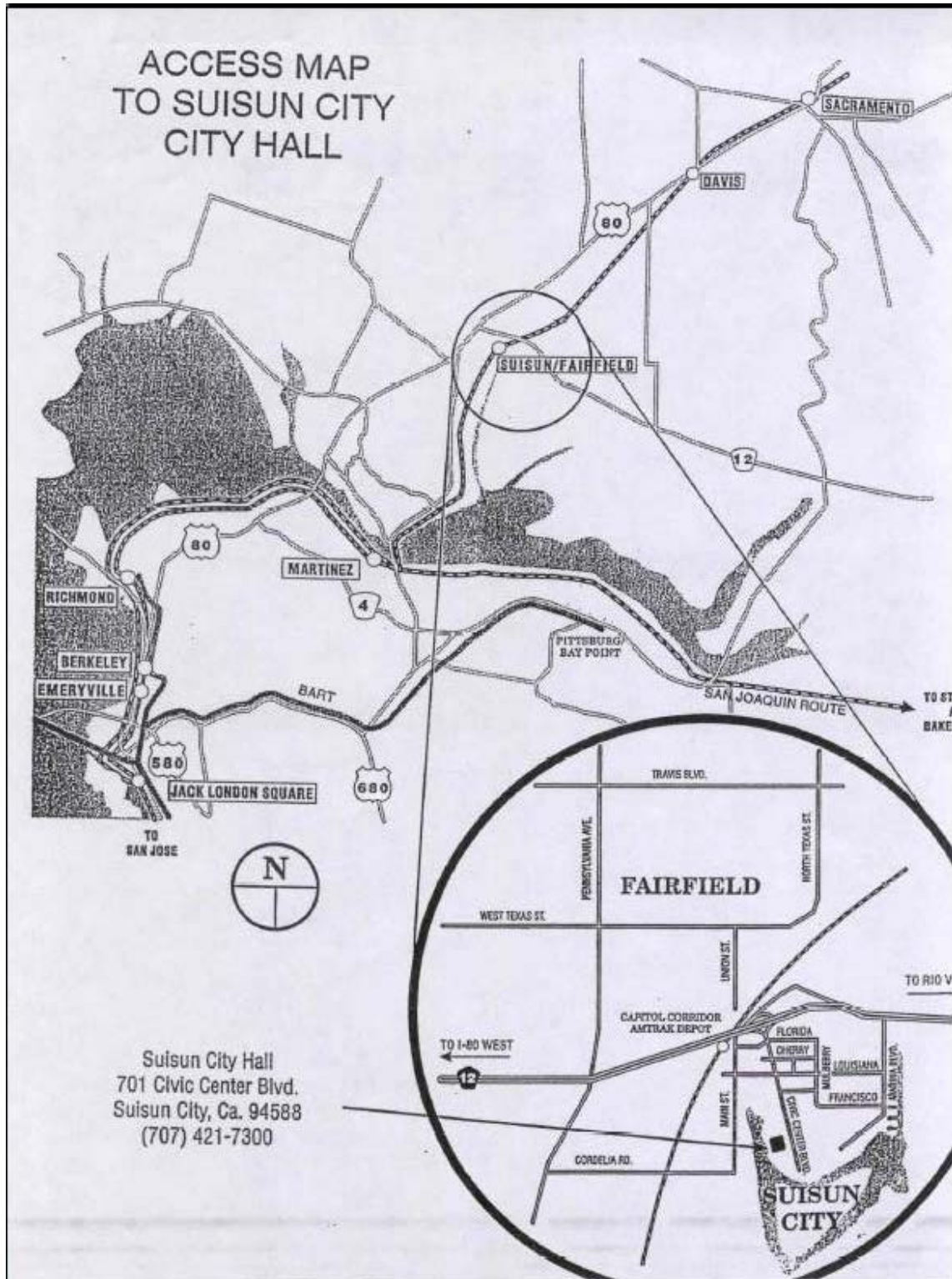
Notes:

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 69th Meeting
September 17, 2008**

The 69th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority was held at 10:00 a.m., Wednesday, September 17, 2008, at City Council Chambers, Suisun City Hall, 701 Civic Center Boulevard, City of Suisun City, California. Vice Chair Mary Ann Courville presided; Kenneth A. Duron, Recording Secretary.

I. Call to Order. Vice Chair Courville called the meeting to order at 10:04 a.m.

II. Roll Call. Directors present: Vice Chair Mary Ann Courville, Solano Transportation Authority (STA); Steve Cohn, Sacramento Regional Transit District (SRTD); Roger Dickinson, SRTD; Jim Holmes, Placer County Transportation Planning Agency (PCTPA); Gina Garbolino, PCTPA; Christopher Cabaldon, Yolo County Transportation District (YCTD); Stephen Souza, YCTD; Thomas M. Blalock, San Francisco Bay Area Rapid Transit District (BART); Bob Franklin, BART; Gail Murray, BART; and James Spering, STA.

Absent: Directors Forrest Williams, Santa Clara Valley Transportation Authority (SCVTA); Sam Liccardo, SCVTA; James Fang, BART; Joel Keller, BART; and Lynette Sweet, BART.

Vice Chair Courville led the Board in the Pledge of Allegiance.

III. Report of the Chair. Vice Chair Courville announced that Chair Williams and Director Liccardo were called to a meeting in San Jose and regrettably would not be in attendance. Vice Chair Courville asked for a moment of silence in memory of those lives lost in the recent tragic train accident in southern California and the death of City Councilman Matt Garcia of Fairfield.

Vice Chair Courville announced that the Authority was awaiting the passage of the state budget and would advise the Board of any resulting impacts on Capitol Corridor service. Continuing, Vice Chair Courville noted the July 30 groundbreaking for a new crossover at Bahia being undertaken by the Union Pacific Railroad and its contractors, and that the California State Department of Transportation (Caltrans) had been authorized to proceed with an order for additional rails cars. Vice Chair Courville reminded the Board that on October 1 the CCJPA would be celebrating its 10th Anniversary of responsibility for the successful management and operation of the Capitol Corridor service.

Vice Chair Courville advised the board she was not a candidate for reelection and this would be her final meeting as a member of the Board. Vice Chair Courville recognized CCJPA Deputy Director David Kutrosky's birthday.

IV. Minutes of June 18, 2008 Meeting. Vice Chair Courville introduced the Minutes of the June 18, 2008 Meeting. Director Holmes moved approval of the Minutes of June 18, 2008. Director Cohn seconded the motion, which passed by unanimous voice vote. Ayes: 11- Directors Courville, Cohn, Dickinson, Holmes, Garbolino, Cabaldon, Souza, Blalock, Franklin, Murray, and Spering. Noes: 0. Absent: 5 – Directors Williams, Liccardo, Fang, Keller and Sweet.

V. Consent Calendar. No items.

VI. Action and Discussion Items (Executive Director).

- 1. CCJPA FY09 Budget.** Mr. Eugene Skoropowski, Managing Director, described the CCJPA FY2008-09 Budget and the elements subject to the anticipated enactment of the California State Budget Act of 2008.

Director Cohn moved adoption of Resolution No. 08-9, In the Matter of Adopting the Capitol Corridor Joint Powers Authority Fiscal Year 2008-09 Budget. Director Blalock seconded the motion, which passed by unanimous voice vote. Ayes: 11- Directors Courville, Cohn, Dickinson, Holmes, Garbolino, Cabaldon, Souza, Blalock, Franklin, Murray, and Spering. Noes: 0. Absent: 5 – Directors Williams, Liccardo, Fang, Keller and Sweet.

- 2. CCJPA/Amtrak FY09 Fixed Price Operating Agreement.** Mr. Skoropowski reviewed the CCJPA/Amtrak FFY2008-09 Fixed Price Operating Agreement for Amtrak’s operation of the Capitol Corridor Service (intercity train and feeder bus) pending funding authorization from the State.

Director Cabaldon moved adoption of Resolution No. 08-10, In the Matter of Approving the Agreement for the Provision of Rail Passenger Service (“FFY2008-09 Fixed Price Agreement”) between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority. Director Holmes seconded the motion, which passed by unanimous voice vote. Ayes: 11- Directors Courville, Cohn, Dickinson, Holmes, Garbolino, Cabaldon, Souza, Blalock, Franklin, Murray, and Spering. Noes: 0. Absent: 5 - Directors Williams, Liccardo, Fang, Keller and Sweet.

- 5. Automated Ticket Validation Project: Revised Budget.** Mr. Skoropowski presented the revised budget for the automated ticket validation project, noting that there was no increase to the overall cost of the project.

Director Dickinson moved adoption of Resolution No. 08-11, In the Matter of Approving a Revised Budget for the Capitol Corridor Joint Powers Authority On-Board Automated Ticketing/Validation Project. Director Murray seconded the motion, which passed by unanimous voice vote. Ayes: 11- Directors Courville, Cohn, Dickinson, Holmes, Garbolino, Cabaldon, Souza, Blalock, Franklin, Murray, and Spering. Noes: 0. Absent: 5 – Directors Williams, Liccardo, Fang, Keller and Sweet.

- 4. Legislative Matters.** Mr. Skoropowski provided the Board with an overview of the proposed federal and state legislative matters affecting Capitol Corridor service.

Director Holmes moved that the CCJPA Executive Director be authorized to submit a letter(s) of support or opposition for actions relating to the proposed legislative matters affecting Capitol Corridor Service, including modifications provided by the Board. Director Dickinson seconded the motion. Director Murray offered an amendment to the motion, omitting reference to AB 3034: Safe, Reliable High Speed Passenger Train Act for the 21st Century (Galiani). Directors Holmes and Dickinson, the maker and seconded of the motion respectively, had no objection to the proposed amendment. The motion passed by unanimous voice vote as amended. Ayes: 11- Directors Courville, Cohn, Dickinson, Holmes, Garbolino, Cabaldon, Souza, Blalock, Franklin, Murray, and Spering. Noes: 0. Absent: 5 – Directors Williams, Liccardo, Fang, Keller and Sweet.

3. **CCJPA FY09 Marketing Plan.** Mr. Skoropowski introduced Priscilla Kalugdan, Manager of Marketing, for an overview of the \$747,000 marketing plan for FY2008-09. Ms. Kalugdan highlighted the CCJPA's receipt of an Adwheel Award for Print Media by the American Public Transportation Association.
6. **Managing Director's Report.** Mr. Skoropowski presented a review of the tremendously successful performance and growth of the Capitol Corridor Service over the ten years the Authority had been responsible for the management and operation of the system.
7. **Work Completed and 8. Work in Progress.** Vice Chair Courville invited questions or comments. Director Cabaldon requested an update on Donner negotiations. Director Garbolino asked if an Environmental Impact Report would be required for the proposed project. Director Franklin inquired about the comparative growth in weekend versus weekday Capitol Corridor ridership over the ten years.

Director Cabaldon exited the meeting.

Director Spring requested a report on passengers' profiles and modes of access for Board review. Director Blalock noted an opportunity for a connection of the Coast Starlight rail service at the Richmond Station.

VII. Board Member Reports. Vice Chair Courville invited Board member reports. None were received.

VIII. Public Comment. None were received.

IX. Adjournment. Meeting adjourned at 11:47 a.m. Next Meeting Date: 10:00 a.m., November 19, 2008, at the City Council Chambers, Suisun City Hall, 701 Civic Center Boulevard, City of Suisun City, California.

Motion: The CCJPA Board approves the Minutes of the September 17, 2008 meeting.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: CAPITOL CORRIDOR ANNUAL PERFORMANCE REPORT (FFY 2007-08)

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 (FFY) 2007-08 (October 2007 through September 2008).

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 normal business performance indicators. This year's report will focus on the first 10 years of the CCJPA's management of the service and the success of the service with a corresponding message that the CCJPA is ready to move forward with additional capital investments in order to deliver service performance and standards consistent with the CCJPA Board's *Vision Plan*.

This year's annual report (a draft will be sent under separate cover) follows a similar format and layout as our award-winning report format and includes updated statistics and performance for FFY 2007-08, which will illustrate the continued success of the service. As in previous years, this report is to be utilized by CCJPA Board Directors and staff to 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 2009. 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 (FFY 2007-08).

Motion: The CCJPB adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving the Capitol Corridor
Annual Performance Report (FFY 2007-08)/

Resolution No. 08-12

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 normal 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, chambers of commerce; and

WHEREAS, a draft Report for Federal Fiscal year 2007-08 (“FFY 2007-08”) was transmitted to the CCJPB and comments received from the CCJPB at its November 19, 2008 Meeting will be incorporated into the Final Report; and

WHEREAS, the Final Report will be transmitted by mid January 2009 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 FFY 2007-08, substantially in the form presented to this meeting, subject to appropriate policy review;

AND BE IT FURTHER RESOLVED, that the CCJPB hereby authorizes the CCJPA and its member agencies to distribute the Report, as revised pursuant to comments received at the November 19, 2008 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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ADOPTED

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: PROPOSITION 1B – FY 09 TRANSIT SAFETY/SECURITY INTERCITY PASSENGER/
COMMUTER RAIL PROJECTS

PURPOSE

For the CCJPA Board to adopt the governing body resolution as part of securing funds from the FY 09 Proposition 1B California Transit Security Grant Program – Intercity Passenger/Commuter Rail Account.

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)). The enactment of the State Budget Act of FY 2008-09 provides an FY 09 appropriation of \$101 million for transit security (similar to the appropriation for FY 08). Of the total amount, \$15 million is available in FY 09 to be allocated by the State Office of Homeland Security (OHS) 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 (SJRRRC)/ACE, and Caltrans/San Joaquins and Pacific Surfliner), the funding split developed for FY 08 was applied to the FY 09 appropriation. This provides the CCJPA with a FY 09 budget of \$1.9 million, which will be used for the following eligible projects:

- Automated Ticket Validation (ATV) Project [\$150,000]: Project enhancements
- Station Security Cameras– Phase 1 [\$650,000]: Installation at six (6) Capitol Corridor unstaffed stations
- Security Operations Center [\$500,000]: Installation of centralized facility to receive direct video data feeds.
- Wireless Network Development [\$200,000]: Development of design and procurement plans.
- OMF Security Improvements – Phase 2 [\$100,000]: Additional construction, equipment, and warranties.
- Right of Way No Trespassing Signs – Phase 1 [\$100,000]: Install of no trespassing signs at high risk areas.
- Swing Gates and Bollards – Phase 1 [\$200,000]: Install swing gates at high traffic grade crossings.

As part of the guidelines for the CTSGP-IPCR, the OHS 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 OHS.

RECOMMENDATION

It is recommended that the CCJPA Board adopt the governing body resolution as part of securing funds from the State Office of Homeland Security for the FY 09 Proposition 1B California Transit Security Grant Program – Intercity Passenger/Commuter Rail Account.

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 FY09 Funds
From the State of California Office of Homeland Security/

Resolution No. 08-13

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 Altamont Commuter Express (ACE) 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 allocated by the State Office of Homeland Security (“OHS”); and

WHEREAS, CCJPA has developed a list of eligible projects for the Capitol Corridor for its share of FY 2008-09 appropriations of \$1.9 million from OHS listed below:

- **Automated Ticket Validation (ATV) Project [\$150,000]: Project enhancements**
- **Station Security Cameras– Phase 1 [\$650,000]: Installation at six (6) Capitol Corridor unstaffed stations**
- **Security Operations Center [\$500,000]: Installation of centralized facility to receive direct video data feeds.**
- **Wireless Network Development [\$200,000]: Development of design and procurement plans.**
- **OMF Security Improvements – Phase 2 [\$100,000]: Additional construction, equipment, and warranties.**
- **Right of Way No Trespassing Signs – Phase 1 [\$100,000]: Install of no trespassing signs at high risk areas.**
- **Swing Gates and Bollards – Phase 1 [\$200,000]: Install swing gates at high traffic grade crossings.**

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

RESOLVED, that the Board of Directors of the Capitol Corridor Joint Powers Authority that the Executive Director, or Managing Director, or Deputy 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 the Governor’s Office of Homeland Security.

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 19th day of November, 2008

Signature

Date

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: 2009 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 2009.

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 2009. 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, 2009	10:00 am	Suisun, City Council Chambers
April 15, 2009	10:00 am	Suisun City, City Council Chambers
June 10, 2009*	10:30 am	Oakland, BART Boardroom
September 16, 2009	10:00 am	Suisun City, City Council Chambers
November 18, 2009	10:00 am	Suisun City, City Council Chambers

* The June 2009 meeting is usually the 3rd Wednesday of the month but was moved to the second Wednesday due to the APTA Rail Conference in Chicago (June12-17, 2009).

RECOMMENDATION

It is recommended that the CCJPA Board adopt the 2009 meeting schedule for the Capitol Corridor Joint Powers Authority Board of Directors.

Motion: The CCJPB adopts the attached meeting schedule.



DRAFT

**2009 Meeting Schedule
CCJPA Board of Directors**

BOARD OF DIRECTORS

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY
Jim Holmes
Gina Garbolino
Sherrie Blackmun (Alt.)

SACRAMENTO REGIONAL
TRANSIT DISTRICT
Steve Cohn
Roger Dickinson
Bonnie Pannell (Alt.)

SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT
Thomas Blalock
James Fang
Bob Franklin
Joel Keller
Gail Murray
Lynette Sweet
Zoyd Luce (Alt.)

SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY
Forrest Williams, Chair
Sam Liccardo

SOLANO TRANSPORTATION
AUTHORITY
Mary Ann Courville, Vice Chair
James P. Spering
Len Augustine (Alt.)

YOLO COUNTY
TRANSPORTATION
DISTRICT
Christopher Cabaldon
Stephen Souza
Mike McGowan (Alt.)

Date	Time	Location
February 18, 2009	10:00 am	Suisun, City Council Chambers
April 15, 2009	10:00 am	Suisun City, City Council Chambers
June 10, 2009*	10:00 am	Oakland, BART Boardroom
September 16, 2009	10:00 am	Suisun City, City Council Chambers
November 18, 2009	10:00 am	Suisun City, City Council Chambers

* The June 2009 meeting is usually the 3rd Wednesday of the month but was moved to the second Wednesday due to the APTA Rail Conference in Chicago (June 12-17, 2009).

ADOPTED

EXECUTIVE OFFICERS

Dorothy W. Dugger
Executive Director

Eugene K. Skoropowski
Managing Director

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: LEGISLATIVE MATTERS

PURPOSE

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

BACKGROUND

Legislative Matters

Special Legislative Session

Governor Schwarzenegger called for a Special Session of the State Legislature to be held on November 5, 2008 to address an increasing budget deficit that is projected to grow from \$3B to an estimated \$10B if no actions are taken to reduce expenses and/or increase revenues. Staff is tracking developments associated with the Special Session and will provide updates to the CCJPA Board as information becomes available.

Proposition 1A - - Safe, Reliable High-Speed Passenger Train Act for the 21st Century

This bond act would provide \$9.95 billion in state general obligation bonds for the development and construction of the California High Speed Rail System. The bond funds would be split with \$9 billion for the high speed rail system and \$950 million provided to transport agencies that connect to the high speed train system. Of the \$900 million, \$190 million would be available to the state's intercity passenger rail corridors, including the Capitol Corridor. It is anticipated that the CCJPA would receive at a minimum of \$48 million to improve connections with the proposed high rail system in San Jose and Sacramento.

Status: The Bond Act was approved by the state voters in the November 4, 2008 general election and state transportation agencies have begun preparing the application processes for the \$950 million subaccount for connecting transit services.

Federal Legislation

Amtrak Appropriations – FY 09

Congress will not finalize the FY09 appropriations until early 2009. In the interim, Amtrak's funding is being provided via a continuing resolution set at the FY08 appropriation (\$1.325B) until March 6, 2009.

HR 2095 – Amtrak Reauthorization/Rail Safety Act

[CCJPA POSITION- SUPPORT]

On October 16, the President signed HR 2095, The Federal Railroad Safety Improvement Act, which among other items, authorizes ~\$12.9B for Amtrak over a five year period. The legislation is a combination of language reauthorizing Amtrak, along with provisions designed to enhance railroad safety following Metrolink's Chatsworth collision. The reauthorization establishes a multi-year funding framework for Amtrak as well as creating an 80/20 federal capital matching program for state-supported intercity rail services (a total of \$1.9 billion for 5 years). Of main interest to California and the CCJPA are the Prop 1B and other state funds that have been previously allocated that can be used to match these federal capital dollars.

Status: The shift is to Appropriations Committees with deliberations to commence in the next Congress starting in early 2009.

Economic Stimulus II – Various Infrastructure Proposals

Since mid-October 2008 with the passage and signing of the financial services and banking rescue plan, there have been discussions of second economic stimulus package to be provided by the federal government. This time it appears as though tax rebates will not be included like the first stimulus package that was released in April 2008. Now momentum appears to centering on investment of federal funds in infrastructure to not only stimulate job growth and the economy but provide a means to meet the expansion and maintenance/repair needs of the nation's infrastructure network. Both Amtrak and APTA spoke before Congress on October 29, 2008 and mentioned the need to invest federal dollars into the nation's intercity passenger rail network. Amtrak specifically identified \$10M of ready-to-go projects on the Capitol Corridor (second leg of the Bahia Crossover Project, Capitalized Maintenance, and Caltrain San Jose South Terminal Project).

Surface Transportation Reauthorization

Of interest to the CCJPA, the American Association of State Highway and Transportation Officials (AASHTO) submitted a list of recommendations for next year's authorization of federal highway and transit programs, totaling a \$545 billion investment from 2010 through 2015 for highways, transit, freight movement and intercity passenger rail. The current program expires September 30, 2009.

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, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: FY 09 FEDERAL INTERCITY RAIL CAPITAL GRANT APPLICATIONS

PURPOSE

For the CCJPA Board to authorize submittal of applications for capital grants available through the federal government during Fiscal Year 2008-09 that are consistent with capital programs identified by the CCJPA.

BACKGROUND

On September 30, 2008, CCJPA learned that the Federal Railroad Administration (FRA) did not award any of the FY 08 Intercity Rail Funds to CCJPA (Board Resolution 08-7) submitted through Caltrans for the CCJPA's request for \$6 million to support the Caltrain San Jose Station Terminal improvements. The Caltrain project has a total budget of \$52 million with \$46M in matching local, regional, and State funds. This FRA funding for FY 08 was highly competitive and limited to only \$30 million nationwide.

At this time, due to many uncertainties with the Federal budget and various infrastructure incentive programs being discussed, CCJPA staff is not certain if there will be a FY 09 FRA Intercity Rail Capital Grant Program or if there will be other economic stimulus programs that may provide funding for the aforementioned San Jose Station Terminal Improvement project as well as other ongoing capital projects. For these reasons, CCJPA is seeking general authorization from the CCJPA Board to apply for FRA or other eligible federal capital grants for appropriate Capitol Corridor projects identified in various CCJPA planning documents (e.g., Business Plan Update, *Vision Plan*).

CCJPA staff will continue to work with the Staff Coordinating Group and will inform the CCJPA Board of applications that have been submitted for any federal capital funding sources.

RECOMMENDATION

It is recommended that the CCJPA Board authorize staff to submit applications for available capital grants through the federal government that become available during Fiscal Year 2008-09 consistent with capital programs identified by the CCJPA.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Submittal of
Federal FY 09 Intercity Passenger Rail Grant Applications/

Resolution No. 08-14

WHEREAS, the federal transportation budget for FY 08 (October 2007 – September 2008) included for the first time ever a federal matching program for intercity passenger rail capital projects totaling \$30 million through the Federal Railroad Administration (“FRA”); and

WHEREAS, the CCJPA, pursuant to Board Resolution 08-7, submitted a grant application to the FRA, through the State of California Department of Transportation, for \$6 million to support the \$52 million Caltrain San Jose Station Terminal Improvements Project; and

WHEREAS, on September 30, 2008 the CCJPA was informed that the FRA did not award any of the FY 08 Intercity Rail Funds to the CCJPA; and

WHEREAS, currently there are many uncertainties with the Federal Fiscal Year 2008-09 (FY 09) budget with various infrastructure incentive programs being discussed including, but not limited to, a FY 09 Federal Intercity Rail Capital Grant Program and economic stimulus programs for transportation infrastructure; and

WHEREAS, to be pro-active and in a position to secure any FY 09 federal capital funds staff is seeking general authorization from the CCJPA Board to apply for FRA or other eligible federal capital grants for appropriate Capitol Corridor projects that are consistent with various CCJPA planning documents, including but limited to the Business Plan Update and *Vision Plan*; and

RESOLVED, that the CCJPA does hereby authorize CCJPA Executive Director or her designee to complete and submit the appropriate grant applications as part of any available federal capital grant programs available for intercity passenger rail services and to enter into any funding and related agreements with respect to the acceptance and award of any grant funds affiliated with this application.

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

#

ADOPTED

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: PURCHASE OF UPRR OAKLAND SUBDIVISION RIGHT-OF-WAY FOR
DUMBARTON RAIL PROJECT

PURPOSE

For the CCJPA Board to authorize staff to assist and participate in the purchase of the Union Pacific Railroad Oakland Subdivision for the development and operation of the proposed Dumbarton Rail Service.

BACKGROUND

The CCJPA has been actively involved in the planning for the proposed Dumbarton Rail Service as a member of the Technical Advisory Committee (TAC) and the Policy Advisory Committee (PAC). The CCJPA is also a co-applicant for project funding with Caltrain for the MTC Regional Measure 2 (RM2) bridge toll funds. Recent developments (in the project planning efforts and in the larger Bay Area transport funding plans) having not only delayed implementation of the Dumbarton Rail Project but have pushed out all but \$35 million in RM2 funds. With only \$35 million remaining (excluding the \$15 million currently under budget for project planning and environmental documentation), the Dumbarton Rail Project team is requesting the assistance of the CCJPA in discussions with the Union Pacific Railroad (UPRR) to secure and purchase the needed rail rights of way (ROW) along UPRR's Oakland Subdivision for the operation of the Dumbarton trains. The CCJPA has a vested interest in this rail ROW as the Capitol Corridor trains will operate over these acquired tracks to serve the new Union City BART Intermodal Station.

As such, the Dumbarton Rail PAC at its October 17, 2008 meeting took action (memorialized in the attached letter to CCJPA Chair Williams) formally requesting the CCJPA Board "to authorize its staff to initiate negotiations with the UPRR for the acquisition of the Oakland Subdivision between Industrial Blvd. in south Hayward and the Shinn Yard in Fremont as defined in the adopted Union City Intermodal Project EIR." These negotiations by the CCJPA would be supported by funding from the current \$15M project development budget, which includes \$300,000 for right of way negotiations. If authorized by the CCJPA Board, staff will work with Dumbarton Project staff to prepare of a work plan and budget for the CCJPA's effort, which will be reimbursed by the San Mateo Transportation Authority (lead agency).

Staff will continually update the CCJPA Board as well as the Dumbarton TAC/PAC with the intent of seeking review and evaluation of any proposed agreement on the rail ROW negotiations that are funded by Dumbarton Rail Project. The CCJPA is requested to present its approach to these negotiations as well as a work plan and budget to the Dumbarton PAC at its next meeting in January 2009.

RECOMMENDATION

It is recommended that the CCJPA Board authorize staff to assist and participate in the purchase of the Union Pacific Railroad Oakland Subdivision for the development and operation of the proposed Dumbarton Rail Service.

Motion: The CCJPA Board adopts the attached resolution.



October 31, 2008

Mr. Forrest Williams, Chair
Capitol Corridor Joint Powers Authority
300 Lakeside Drive, 14th floor
Oakland CA 94612

Dear Chair Williams:

The Dumbarton Rail Project is requesting the assistance of the CCJPA in discussions with the UPRR with regard to needed rail rights of way. The Policy Advisory Committee (PAC) at its October 17, 2008 meeting adopted the following motion:

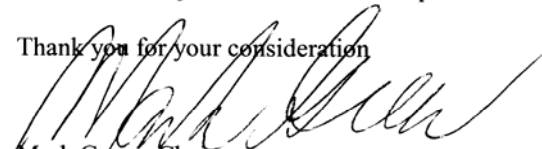
That the Dumbarton PAC request that the CCJPA authorize its staff to initiate negotiations with the UPRR for the acquisition of the Oakland Subdivision between Industrial Parkway in south Hayward and the Shinn Yard in Fremont as defined in the adopted Union City Intermodal Station Passenger Rail Project EIR (2006). The Dumbarton PAC further requests that these negotiations be expanded in the future to include the other UPRR rights of way required for the Dumbarton project pending required environmental clearance.. The CCJPA is requested to present its approach to these negotiations to the Dumbarton PAC at its next meeting in January 2009.

The Dumbarton Rail Project feels that the CCJPA is uniquely positioned to enter into discussions with the UPRR due to its ongoing relationship with the railroad. Further, because the Capitol Corridor service would be a beneficiary of the Union City Intermodal Project, it is logical for it to take the lead.

These negotiations would be supported by funding from the current, funded project development budget. The already allocated budget funding includes a line item of \$300,000 for right of way negotiations. CCJPA staff should work with Dumbarton Project staff to prepare of a budget for this effort. Reimbursement of your negotiating cost would be through the San Mateo Transportation Authority which serves as lead agency for the project sponsors. The Project Policy Advisory Committee would expect to be updated on progress and would review and evaluate any proposed agreement which would be funded by Dumbarton Project funding.

On behalf of the Dumbarton Project, I would like to express my appreciation for the willingness of the CCJPA to assist in moving the project forward. Your representative on our PAC, Tom Blalock participated in our discussion of this item and is quite familiar with the Dumbarton Project and our current request.

Thank you for your consideration


Mark Green, Chair
Policy Advisory Committee

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Support for the Purchase Of
Union Pacific Railroad Oakland Subdivision Right-Of-Way
For the Dumbarton Rail Project /

Resolution No. 08-15

WHEREAS, the Capitol Corridor Joint Powers Authority (“CCJPA”) has been actively involved in the planning for the proposed Dumbarton Rail Service Project (“Project”) as a member of the Technical Advisory Committee (“TAC”) and the Policy Advisory Committee (“PAC”); and

WHEREAS, the CCJPA is also a co-applicant with Caltrain of Project funds financed with Regional Measure 2 (RM-2) bridge toll funds; and

WHEREAS, recent developments delayed implementation of the Project and reduced the available RM-2 project budget to \$35 million; and

WHEREAS, with this scarcity of available Project funds, the Dumbarton Rail PAC, pursuant to actions at its October 17, 2008 meeting, have formally requested assistance from the CCJPA in discussions with the Union Pacific Railroad (“UPRR”) to secure and purchase the needed rail rights of way (“ROW”) along UPRR’s Oakland Subdivision for the operation of the Dumbarton passenger trains;

WHEREAS, the CCJPA has a vested interest in this rail ROW as the Capitol Corridor trains will operate over these acquired tracks to serve the new Union City BART Intermodal Station in conjunction and coordinated with the operation of the Dumbarton passenger trains;

WHEREAS, these negotiations by the CCJPA would be supported by funding from the current \$15 million project development budget, which includes \$300,000 for ROW negotiations; and

RESOLVED, that the CCJPB does hereby authorize CCJPA staff to assist the Dumbarton Rail PAC in the purchase of the Union Pacific Railroad Oakland Subdivision for the development and implementation of the proposed Dumbarton Rail Service and to enter into any funding and related agreements with respect to the purchase of the rail right-of-way.

AND BE IT FURTHER RESOLVED, that staff will work with Dumbarton Rail PAC and TAC to develop a work plan and budget for the CCJPA’s effort in the purchase of the rail right-of-way.

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to the Dumbarton PAC and San Mateo Transportation Authority.

#

ADOPTED

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: AIR QUALITY UPGRADES FOR CALIFORNIA INTERCITY RAIL LOCOMOTIVES

PURPOSE

For the CCJPA Board to receive an overview from the Sacramento Metropolitan Air Quality Management District on the air quality upgrade program for the California Intercity Rail Locomotives.

BACKGROUND

The Sacramento Metropolitan Air Quality Management District (SMAQMD) in cooperation with Caltrans Division of Rail and the Bay Area Air Quality Management District (BAAQMD), have begun a program to improve the air quality emissions of the California Intercity Rail Locomotives using on the Capitol Corridor and San Joaquin services. This project was initiated earlier this year and in the pilot program a Tier 0 locomotive (#2015) will be improved to a Tier 2 operating status. The SMAQMD and BAAQMD each provided up to \$500,000 for the work. The work is being done by the locomotive manufacturer, EMD, and the engine is right now disassembled at Pueblo undergoing the retrofit.

This is the first retrofit for this type of locomotive. This engine is expected to be back in service on the Capitol Corridor/San Joaquin trains around April 2009. The plan is to have a joint CCJPA, BAAQMD, SMAQMD press event around next June 2009. This retrofit will gain a 62% reduction in NOx, a 45% reduction in ROG, a 47% reduction in Particulate Matter (PM) and a 39% reduction in CO2. It is anticipated that this program will continue with financial contributions from the SMAQMD and BAAQMD and staffing provided by EMD with the intent to upgrade two locomotives each year for the next 5-7 years.

RECOMMENDATION

For discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: FREMONT/CISCO A'S BALLPARK VILLAGE

PURPOSE

For the CCJPA Board to receive an overview of the Cisco A's Ballpark Village and proposed passenger railroad train station as presented by the City of Fremont.

BACKGROUND

The Oakland A's are currently work with the City of Fremont to develop a site within the City for a ballpark for the A's surrounded by a mixed-use village. The City's plan for providing public transportation to the ballpark for A's games includes a new passenger railroad station located on the Union Pacific Railroad (UPRR) tracks along the Coast Subdivision near milepost 35 (between the Fremont-Centerville and Great America stations). Correspondence between the City and the CCJPA Board has centered over concerns expressed by the CCJPA Board that the Capitol Corridor service does not and will not, even with the planned future 32-train service level to/from San Jose, have the ability (seating capacity, number of available trainsets, and service frequency) to provide mass transport service to the ballpark for A's games.

With this as background, the CCJPA Board has invited the City of Fremont to present its plans for the A's Ballpark Village with details on the City's proposed passenger train station, including the integration of Capitol Corridor train service to the station.

RECOMMENDATION

For discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board

DATE: November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: RESULTS OF CCJPA JULY 2008 ON-BOARD SURVEYS

PURPOSE

To provide the CCJPA Board with an overview of the results of the CCJPA's July 2008 on-board surveys.

BACKGROUND

Under the annual FY 2007-08 fixed-price operating agreement, the CCJPA conducts two on-board surveys to gauge the performance of Amtrak based on the passengers' responses to questions relating to Amtrak's station agents and on-board crew members. The second survey of this contract year was conducted in July 2008. The survey was divided into eight questions for station staff and six questions for on-board crews. Passengers rated their satisfaction levels (1-low to 5-high). 2,714 completed surveys were collected (the highest level, primarily due to increased ridership). The responses to the questions resulted in Amtrak station staff receiving a composite score of 4.03 and on-board crews receiving a score of 4.22. While these scores were slightly below those achieved in January 2008 surveys, the averages were well above previous scores since May 2003. Areas needing improvement include station and train cleanliness, availability of train schedules, and conductor announcements. Similarly, the Capitol Corridor finished #2 in Amtrak's national customer service indices for all Amtrak routes in FY08. Staff will continue to work with Amtrak to maintain this continued improvement as rated by the Capitol Corridor passengers.

The July 2008 survey also included questions to receive input from Capitol Corridor passengers' demographic information, which are provided below (and also posted on the CCJPA website):

Mode	7/08 (%)	1/08 (%)	6/07 (%)
drove alone	22.1	24.1	23.1
dropped off	21.9	21.6	22.1
Amtrak Thruway bus	7.7	7.8	6.9
local transit	18.4	16.9	15.6
walked	15.8	16.6	17.0
carpool	2.8	2.4	3.4
bike	8.1	8.2	9.0
taxi	2.2	1.6	1.7
other (inc. Amtrak train)	1.0	0.8	1.2
TOTAL	100.0	100.0	100.0

Purpose	7/08 (%)	1/08 (%)	6/07 (%)
business/work	58.5	63.1	60.7
visit family/friends	27.4	23.3	25.5
school	2.6	5.5	5.3
personal business	5.0	4.1	4.1
shopping/vacation	6.5	4.0	4.4
Other	--	--	--
TOTAL	100.0	100.0	100.0

Ticket type	7/08 (%)	1/08 (%)	6/07 (%)
one-way/round trip	48.0	43.4	48.5
45-day 10-ride	20.0	23.2	20.9
monthly	32.0	33.4	30.6
TOTAL	100.0	100.0	100.0

RECOMMENDATION

For discussion.



Date: 12 November 2008

Item VI.7

From: Eugene K. Skoropowski

To: CCJPA Board

Subject: Managing Director's Report – September 2008

Overview

Even with the decline of gas prices and a slowing economy, the Capitol Corridor continues its record-setting growth. In October 2008, ridership and revenue grew at the same rates as during the past two years, smashing through the 1.7 million annual riders threshold while continuing improvement in on-time performance well above standard.

Ridership: October 2008 ridership (157,353) was up +16.8%, with a new 12 month 'record high' of 1,716,159 passengers. We are sustaining last year's trend in growth to the point where our monthly base line ridership is now between 145,000 and 160,000 monthly passengers, keeping the Capitol Corridor well-positioned as the third busiest Amtrak-operated intercity service in the country, and still among the fastest growing. Weekend days are handling a respectable 50-60% of weekday ridership.

The need for additional train capacity is putting pressure on the capacity of existing trains across the state. Caltrans is seeking the purchase of two trainsets of used New Jersey Transit train cars and having them refurbished so that they can provide some temporary capacity relief until the delivery of new cars.

Revenue: Revenue also continues to grow and still is outpacing ridership growth with October 2008 revenue +20.8% above October 2007. Revenue continues to top \$2 million per month or better. Weekends continue to exhibit strong growth, along with holidays, and mid-day travel. Weekend travel is almost evenly spread on the trains throughout the day, with very good average train loadings, and higher revenue yields due to more full fare tickets being sold than on weekdays.

Slightly less than half (48%) of all riders are full-fare, discretionary riders, and these full fare riders generate about 70% of our revenue. 'Business purpose' now represents 60% of the reason our riders take the train. Still, only about 28% of our riders by a Monthly Ticket, so most of our riders are occasional travelers, again, much like the East Coast's Northeast Corridor riders.

Monthly and ten-trip tickets are substantially discounted compared to the full fare tickets, and these multiple ride tickets, used by the other 52% of our riders, generate about 30% of the revenue. Based upon other modes of travel, our fares remain "a bargain", especially the discounted multi-ride tickets.

The current 'mix' of ticket types used by riders on the Capitol Corridor remains quite good compared to most other intercity rail corridors, and much better than typical commuter rail services. Again, our marketing efforts continue to target increasing ridership and revenue on trains where we have available capacity.

Revenue-to-Cost Ratio: Revenue growth and our cost-controlled fixed-price agreement with Amtrak are continuing to generate results that improve the cost recovery from farebox revenue. The farebox ratio for October 2008 is 47%. This is a good start to the fiscal year, where our goal is to sustain at least a 50% farebox recovery ratio.

Service Levels: Our plan for service continues to be ‘stay-the-course’ maintaining the current 32 train weekday and 22 train weekend day/holiday schedule. If the capital funding for expanded double track in Santa Clara can be secured and the project constructed, we would be able to expand to a 22-train schedule (11 round-trips) to/from San Jose pending approval of Union Pacific Railroad, and possibly up to 36 to/from Sacramento.

We are looking at possible track configuration options jointly with UPRR for consideration in an attempt to find a win-win solution to add main line track capacity in order to push the easterly terminus of more frequent Capitol Corridor to the Roseville area, and some increased service to Auburn.

On-Time Performance: On time performance has been exceptionally reliable this fiscal year, with October 2008 at 91.6% (equaling August 2008 for the best monthly performance in 10 years). Union Pacific has improved its performance to about 97% for several months running, and is now earning their incentive payments.

Amtrak has caught up on Preventive Maintenance work, and ‘full consists’ are being provided on all trains. The major causes of delay are now mechanical road-failures, primarily of locomotives and some on-the-road door operational issues.

The State budget adopted for FY 09 and the annual allocation made by the Secretary of the Business, Transportation & Housing Agency will be adequate to sustain our service for the coming year. The adopted budget includes a carry-over of the unspent portion of the \$187 million of bond funds in the current FY 08 budget, plus an additional \$73 million of bond funds for capital investments.

Additionally, with the passage of Proposition 1A (the high-speed rail bonds); the Capitol Corridor gets a direct allocation of \$47.5 million for capital, and a chance to compete/partner with the other state-supported intercity corridors for an additional \$47.5 million. (Each of the 3 state-supported intercity routes was guaranteed 25% of the \$190 million specified for intercity rail services.

Amtrak Financial Situation: In a late Congressional legislative ‘surprise’, the US House of Representatives Bill 2095 (HR 2095) was voted and passed by the US Senate by a veto-proof margin following a successful cloture vote, and this bill was signed into law by the President. Much of the momentum for this authorization bill (and inclusion of a companion rail safety bill into HR 2095) was caused by reaction to the fatal train crash in Chatsworth, California. For the current federal fiscal year, Amtrak and the rest of the federal government is functioning under a “continuing resolution” for budget purposes.

The challenge will be to gain full funding for HR 2095 through the appropriations process. Starting November 17, Congress will also be addressing an economic stimulus bill (“Stimulus II”), and there are 3 Capitol Corridor projects which have requested a total stimulus-funding of \$10 million, allowing three ready-to-go projects to get underway, with a total value of \$63.5 million. We are hopeful that we will receive these funds ASAP. Board members, Member Agencies and SCG members are encouraged to let our Congressional delegation know that these 3 projects are essential components to the success of the Capitol Corridor. All 3 are infrastructure projects that are reliability and capacity related.

The National Commission on Surface Transportation Policy and Revenue: Congress is now beginning the process of trying to find new ways to fund Transportation and Infrastructure projects, regardless of mode. We have been active participants in this effort through our membership in APTA, States for Passenger Rail (30 state DOTs), AASHTO, and working with our Congressional delegation and the senior staffers at the Transportation & Infrastructure Committee in Washington. Wisconsin DOT Secretary Frank Busalacchi continues to be the chief spokesman for the inclusion of, and investment in, intercity passenger rail. He may well end up in a position of influence in Washington.

Construction Projects:

1. Bahia crossover project in Benicia is well on its way to completion. UPRR expects turn-over-to-operations before the end of the calendar year.
2. Yolo Causeway west crossovers: in design, construction funding being lined up for FY 2010.
3. Emeryville Station track expansion and crossover relocation, permitting parallel moves into/out of the north end of the station, greatly reducing congestion at this current 'choke point': design in progress, construction funds are secured, installation likely in early-mid 2009. If we get the Stimulus II funding, this project can be advanced.
4. Expanded double track in Santa Clara from CP Expressway to at least Great America Station, and an added right-hand crossover from Main Track 2 to Main Track 1 just north of CP Coast, to allow for staging and passing freight trains in the Newhall Yard new controlled siding, connection of Newark and Albrae sidings: design and construction funds will be resubmitted as part of any federal matching program in FY 09 (project will partner with ACE and Caltrain). We were not successful in being selected by the FRA for FY 08 funding.

Hercules Station: The City of Hercules is continuing to develop its design plans and funding for this station. Union Pacific has given preliminary approval to the City's design concepts. The City is close to obtaining its full level of required funding, and UPRR will be providing final design criteria/guidelines.

Fairfield/Vacaville: The City of Fairfield continues to develop plans, gain the approvals and execute agreements with UPRR as necessary for construction of this facility. Funding is secured. Confirmation from the City of Fairfield was received that plans will continue for the originally selected intermodal station site at Peabody Road.

Sacramento Station and Track Relocation Project: City and developer plans are being finalized in preparation for construction of the first phase of the project, the track relocation and new station platforms and access. Assembling of the funds to implement the first phase (track relocation, new platforms and passenger tracks, canopies, etc.) is well underway by the city and the developer, Thomas Enterprises. 30% drawings are expected in November, with actual track relocation construction by December 2009.

Marketing: Status report sent under separate mailing.

Outlook: Ridership, revenue, revenue-to-cost ratio and on-time performance continue their steady improvement. Reliability, especially improved mechanical reliability and maintenance of the rolling stock remain our highest priority. Union Pacific is sustaining its best-ever performance going on two years. Our member agencies and local communities need to be planning expanded parking, bicycle racks/lockers to allow continued access to stations and our train service, so that growth can be sustained. Grade crossing closure, consolidation and grade-separation of vehicular crossings will become an increasingly high priority issue for safer travel conditions for trains as well as motor vehicles. We know what we need to do to sustain and grow the business, and our collective challenge will be work to see that we get those resources to continue our success. Our costs are controlled and our ridership and revenue base are solid to build upon.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: WORK COMPLETED (November 19, 2008 Meeting)

PURPOSE

To provide a report on work completed up to the November 19, 2008 CCJPA Board meeting.

BACKGROUND

The following is a report on recently completed work:

- a. October 27, 2008 Schedule Change. In response to passenger requests and as part of an overall effort to be more environmentally conscious, CCJPA has changed the format of its schedules to a pocket-size dimension and printed them on recycled paper. Additionally, train schedules and motorcoach schedules are now published separately, to allow CCJPA to align quantities produced of each item with its corresponding demand. Infoposts and platform signs were delivered to stations, and the website was updated with a new PDF file of the schedule.
- b. Marketing Activities (October – November 2008). The following work has been completed as part of the CCJPA's FY 2008-09 Marketing Program:
 - a. **Oakland Raiders:** cross-promotional partnership in progress that includes special discount for game day travel, e-mail blasts, onboard signage, in-game videoboard inclusion
 - b. **Fall Advertising campaign:** campaign with KICU-TV 36 focuses on building ridership along the East Bay to San Jose segment and includes both local television and internet elements.
 - c. **Cal Athletics Partnership** –partnership elements involve inclusion in Cal football radio broadcasts, game day videoboard spot, inclusion in fan guide and other season ticket collateral, presence at pre-game tailgate events, e-mail blasts, and website
 - d. **Events:**
 - i. Rider Appreciation Events
 1. Tuesday, October 7th- Train 549 Sacramento-Oakland Jack London
 2. Thursday, October 9th - Train 542 San Jose – Suisun

RECOMMENDATION

For information only.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Board **DATE:** November 12, 2008

FROM: Dorothy W. Dugger
Executive Director, CCJPA

SUBJECT: WORK IN PROGRESS (November 19, 2008 Meeting)

PURPOSE

To provide an update on work in progress up to the November 19, 2008 Meeting CCJPA Board meeting.

BACKGROUND

The following is a report on work efforts currently underway:

- a. Proposition 1B FY 08 Transit Security Improvement Projects. Provided below is an update on the projects funded from the FY 08 Prop 1B allocation from the State Office of Homeland Security (OHS):
 - *Automated Ticket Validation (ATV) Project*: Vendor has implemented change orders (as approved at the September 17, 2008 CCJPA Board Meeting) with current system design. Continued development and engineering including system integration testing in November/December 2008. Pilot program rollout on schedule for early 2009.
 - *OMF Safety and Security Upgrades*: On May 22, 2008, CCJPA authorized \$150,000 to Amtrak to fund a share of the \$1.2 million in security upgrades at the Oakland Maintenance Facility. The installation of perimeter fencing, lighting, security cameras and other related communications infrastructure at the Oakland Maintenance Facility continues. Work is scheduled to be completed in December 2009.
 - *PIDS Station Platform Sign Upgrades*: Partner agency (Amtrak) has requested that CCJPA and Caltrans co-develop an RFP for both the sign procurement and sign installation. CCJPA completed specifications, procurement scheduled to be completed by spring 2009.
 - *Onboard Passenger Information Systems*: Caltrans Division of Rail is leading the initiative and has begun initial project specifications/design. The CCJPA is a funding partner for this multi-year effort.
- b. Proposition 1B Intercity Rail Project Allocations. The CCJPA has moved forward on the two (2) allocations from available FY 08 Prop 1B Intercity Rail Account funds. Construction has begun on the Bahia Crossover Project (\$4.75M matched with \$2.75M in MTC RM-2 funds) and the project is expected to be completed by March 2009. Construction engineering plans have begun on the Emeryville Station track improvements (\$10M). Construction is expected to begin in 2009 (exact date TBD).
- c. Yolo Causeway West Crossover Project Design/Engineering and Access Agreement. While the Yolo Causeway West Crossover Project is not programmed for allocation until July 2010 as part of the 2008 STIP (a total budget of \$4.0 million with \$3.34M in STIP-IIP funds matched by \$0.66M in CCJPA funds), staff is using the available CCJPA funds to work with UPRR and complete the design plans and secure the access benefits to the CCJPA Capitol Corridor trains from this project, pursuant to CCJPA Board Resolution 08-8. The project schedule expects the pre-construction documents completed in Fall 2010 (2Q FY10), with construction commencing in summer 2010 (1Q

FY11) and construction ending in Winter Fall 2010-11 (3Q FY11). This project will provide capacity and flexibility for trains to utilize the existing double track in both directions from the Yolo Causeway. This project will reduce running times, improve reliability, and increase capacity. After the improvements, the Capitol Corridor trains operating along this corridor will become more competitive as an alternative to driving due to improved service reliability and fewer delays.

- d. Business Plan Update (FY 2009-10 – FY 2010-11). Staff has begun to prepare a draft Business Plan Update for State Fiscal Years 2009-10 and 2010-11. Once a draft document has been reviewed by CCJPA member agency staff, a draft will be released for public review. Public workshops will be held in late January 2009 and comments, as appropriate, will be incorporated into the final draft for review and adoption by the CCJPA at the February 18, 2009 CCJPA Board meeting. Pursuant to state law, a final business plan update must be submitted to the Secretary of Business, Transportation and Housing Agency by April 1, 2009.
- e. FY 08 Independent Audit. As required in the BART/CCJPA Administrative Services Agreement (ASA), the Controller-Treasurer of the CCJPA must prepare an audited financial statement for each fiscal year to the CCJPA Board. Work has begun on the financial statement for FY 08 (July 2007-June 2008). A draft will be prepared and submitted to the SCG for review. Comments, as received, will be included into the final report that will be submitted to the CCJPA Board by the end of December 2008.
- f. Upcoming Marketing Activities.
- **Stitch ‘n Ride** – Special event train will transport knitters and crocheters to the annual Stitches West Marketplace & Convention in Santa Clara on Saturday, February 28. CCJPA is currently developing a ticketing plan and securing promotional sponsors for this award-winning promotion. Tickets are expected to go on sale in December.
 - **Google Maps/Transit** – CCJPA has been working with Google to add schedule information to Google’s Transit Planner application. Capitol Corridor information will be limited to train times only, and is expected to debut by December.
 - **B: Roll Video Production** – CCJPA is working with a video production group to create a set of HD video clips that can be used for media requests. These clips will include footage of the train interior/exterior, passengers, and stations.
 - **Website Redesign**: improved organization and navigation, better highlighting of promotional and service alert information and revival of Capitol Corridor’s online Trip Planner. New site will debut by December.
 - **Spring Campaign planning**: currently developing advertising plans for a family-focused promotional offer as well as a mature market/senior offer to boost Spring travel.

RECOMMENDATION

For information only.