

CAPITOL CORRIDOR JOINT POWERS AUTHORITY BOARD OF DIRECTORS MEETING

WEDNESDAY, November 20, 2013

10:00 AM

City Council Chambers, Suisun City CA

- The meeting was called to order by Chair James Spring. He noted that item number 3 under Action and Discussion Items had been removed.
- The CCJPA Board approved the minutes of the September 18, 2013 meeting.
- Managing Director David Kutrosky presented the FY 2012-2013 annual performance report with a revised format. Positive news was on-time performance was up to 95% and fuel consumption was reduced by about \$2 million dollars. System operating ratio for revenue was at 51% with a 1.1% reduction in revenue and ridership was down by 2.6%. Director Cohn appreciated the shorter format, but for those people that want more detailed information they were directed to the website. Director Cohn also asked for clarification regarding the overall fuel savings as a result of the new electrical cabinets in Sacramento to power the locomotives overnight. Motion approved.
- Managing Director Kutrosky provided an overview of several legislative matters. He discussed the Passenger Rail Advocacy Forum held in April 2013 where Senator Jackson proposed to have the state Legislature form a passenger rail caucus for IPR. A similar process is being supported by Assemblyman Dickinson for a committee in the Assembly. SCA 4 (Liu) Local Transportation Sales Tax Threshold was discussed regarding reducing the voter approval threshold to 55%. He expressed concerns over an amendment that would require 50% of the tax proceeds be spent on programs for sustainable communities and state highway expansion. Regarding the recent government shutdown at the federal level, he gave a reminder that the Capitol Corridor budget is not affected since no federal funds can support the IPR. Motion approved.
- Managing Director Kutrosky discussed proposed routing options for the Oakland-San Jose Phase 2 project stating travel time could be reduced from 45 to 30 minutes, but they would no longer serve Hayward and Fremont/Centerville stations. Director Rayburn questioned the funding availability and Kutrosky replied that \$48 million dollars is available now out of a total of between \$250-400 million dollars needed depending on the final scope of the project. Public comment was given by several different individuals including representatives from various public entities in support of keeping the current stations. Suggestions included reviewing skip stop service and polling the regular passengers about the proposed changes on board the train during regular service. Director Cohn stated a 15 minute travel reduction is important to

consider in making this service more competitive, but that staff should also look at the priority development areas around the affected stations and their significance. He also questioned whether a business plan workshop to poll the ridership as suggested by a member of the public (M. Barnbaum) was a plausible option. Chair Spering reminded the need to carefully consider the time savings vs. the needs of the affected cities. Motion passed.

- CCJPA Planning staff gave a slide presentation on the Auburn Station Layover Facility Improvements Program totaling over \$832 thousand dollars to install two power cabinets to improve air quality, reduce noise, and decrease fuel costs. A second presentation was provided on the Safety/Security Fencing Program Phase 2 totaling over \$587 thousand dollars that would deploy almost 10,000 feet of new security fencing. Kutrosky reminded that the cost of the project is for the actual fencing only since the Union Pacific provides all the labor for the installation. Motion passed.
- Managing Director Kutrosky reported on the Procurement and Installation of the At-Station Bicycle Facilities Program totaling \$1 million dollars that would provide eLockers and folding bicycle rentals. Director Raburn questioned payment options and website information. Director Frerichs echoed the need for these improvements at the Davis station where there are groups of students boarding with large loads of laundry while trying to manage a bicycle at the same time. Motion passed.