

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS MEETING**

WEDNESDAY September 18, 2013

10:00 A.M.

Suisun City Hall

Suisun City

- Board Chair James Spering opened the meeting by referring to the Chair's Report, a copy of which was distributed with the agenda. He noted that the Chair's Report contained principals for upcoming advocacy efforts and that September is rail safety month.
- The Managing Director presented the FY14 budget. He noted that the allocation letter was received from the Secretary of Business, Transportation and Housing on September 16, and is consistent with the FY14 budget. Ridership is reduced by 15% reflecting more accurate information provided by E-Ticketing. Revenue is projected at 1% below the FY13 forecast reflecting an actual 3% reduction in ridership. The Managing Director pointed out the continuing risk associated with potential spikes in fuel costs. He also noted that the FY14 budget has no increase in the administrative support or marketing line items. The CCJPA Board approved the budget.
- The Managing Director presented the Amtrak operating agreement for FY14. The FY14 operating agreement represents a 2% increase over the previous year resulting from increased operating expense and lower revenues as a consequence of projected lower ridership. The Managing Director indicated that an issue remained over pricing for call center services that Amtrak says they are providing. BART assumed call center responsibility for the CCJPA in 2005. The agreement sets aside \$1.26M specific to this issue and the parties have agreed to move the item to mediation with the FRA agreeing to assist. The CCJPA Board approved the Amtrak operating agreement.
- The Managing Director presented current legislative issues. With respect to State legislation, the CCJPA sent a letter of support for AB 574 providing an investment plan for cap and trade revenues. SCA 4 and SCA 8 which would lower the voting threshold for transportation sales tax measures was tabled this year but is expected for action next year. The Board had a discussion over continued support for SCA 4 as amended. The specific concern was the requirement in the amended version of SCA 4 that would shift 50% of tax revenues to sustainable community strategies. With respect to Federal legislation, the Managing Director highlighted the work of APTA's reauthorization task force which included principals for intercity rail funding.
- The Managing Director recommended the 2014 STIP interregional improvement program project list for the Capitol Corridor. He noted that 9% of interregional funds are dedicated to intercity rail. Based upon anticipated available funding,

two projects are recommended. The first is phase 4 of capitalized maintenance for preventative maintenance. The second is the Oakland phase 2 improvement project which includes track improvements near the Great America station. The CCJPA Board approved this item.

- The Managing Director presented a status report from the Vision and Service Planning Ad Hoc committee. He noted that Director Steve Cohn was appointed Chair of the Ad Hoc committee. The Managing Director noted that the Vision Plan update was put on hiatus pending development of the Blended Service Plan for the State's High Speed Rail system. After addressing the Blended Service Plan at the June 2013 Board meeting, an Ad Hoc committee was established to progress the Vision Plan update. The Managing Director indicated that the Vision Plan update is still divided into short (0-10 years), medium (10-20 years) and long-term (20 plus years) with the long-term goal of a 1 hour travel time between Sacramento and Oakland. He noted that a contract for consultant service was awarded to support the work of the Vision Plan Ad Hoc committee. There was concern expressed by the CCJPA Board over the potential loss of access by considering the use of the Mulford section of the Coast Subdivision to improve travel times between Oakland and Great America/Santa Clara.
- The Managing Director presented the Managing Director's Report. He noted that ridership for the month of August decreased by 2%. It was noted that ridership remained even with last year until the last weekend of the month when the Bay Bridge was closed. He indicated that the loss of ridership for that weekend brought down the monthly ridership of August. The Managing Director stated that the Capitol Corridor service was first in the nation with respect to ontime performance. He indicated that farebox recovery met standard at 52% which was attributed to savings in fuel costs attributed to the elimination of two trains plus the reduced fuel need from using the plug in power supply at the Sacramento Valley Station. He noted that both mechanical and 3rd party delays had declined slightly for the month of August.
- CCJPA Staff provided an update concerning the introduction of the Comet Car trainsets to the Northern California intercity passenger rail fleet. It was indicated that delivery has begun on 14 comet cars, 3 cab-baggage cars and 3 Horizon dinette cars. This will increase the fleet from 79 to 99 rail cars. These were purchased to relieve crowding on the San Joaquin service and will start to go into service in early 2014. The addition of these cars to the intercity passenger rail fleet will help to ease crowding on both the San Joaquin and Capitol Corridor service in the short term until the new bi-level cars are delivered in 2015-2016.
- The next CCJPA Board Meeting is scheduled for Wednesday, November 20, 2013, at 10:00 AM at the City Council Chambers in Suisun City Hall.