

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

WEDNESDAY, September 16, 2015

10:00 AM

City Council Chambers, Suisun City CA

Attended via teleconference at SACOG Boardroom, Sacramento CA

- The meeting was called to order by Chair Gail Murray.
- Chair Murray provided a report of the chair including discussion about the FY15/16 budget.
- The CCJPA Board approved the minutes of the June 17, 2015 meeting.
- The Consent Calendar was approved by the CCJPA Board.
- Managing Director Kutrosky gave an update on the budget stating the CCJPA had received an allocation letter from CalSTA that fully funded the FY15-16 budget at \$36.9 million. Public comment questioned future service plans and capital allocations for improvements. Motion passed.
- Managing Director Kutrosky presented information on the FY16 Operating Agreement. He stated the call center customer phone transfers from Amtrak to CCJPA had been going well. Several questions were raised including train consists and performance compliance, maintenance agreements, ticket purchasing on phone apps, and fuel pricing in the future. Managing Director Kutrosky explained about the performance compliance and maintenance agreements and that regular ticketing could be done with a phone app, but promotional ticketing had to be purchased on-line. Also, fuel prices were being managed to hedge against future price increases. Additional questions included train crew availability. Chair Murray asked about special project costs over and above the price of the agreement. Motion passed.
- Managing Director Kutrosky reported on legislative matters including Governor Brown's \$3.6 billion proposal for the state's transportation network including \$400 million to TIRCP and \$100 million in Cap and Trade Funds for a complete streets program. SB9 revision now proposes a 5 year program of projects and ACA4 did not pass. Re-authorization of HR22 Transportation Funding Act for 3 years passed the Senate. Federal legislation and Positive Train Control (PTC) implementation requirements were also discussed. PTC equipment is not installed in all train cars due to equipment made by only 1 manufacturer that is on back order and some cars will not make the December 31, 2015 federal PTC deadline. This could impact the ability to operate on UPRR tracks due to liability issues. Several options could include the deadline being extended possibly by

amending or attaching to another bill. Several questions were asked about PTC implementation and liability insurance premium costs and risk implications. Director Mallet asked about the UPRR not meeting the deadline and CCJPA operating on their tracks. Managing Director Kutrosky stated UPRR does not want to take on the risk or liability after the federal deadline. He will be meeting with UPRR and will provide updates to the Board. AB692 regarding low carbon transportation fuels passed to be signed by the governor. Director Frerich commented about upcoming special legislative sessions. Motion passed.

- Managing Director Kutrosky and staff presented information on station platform sign information panels. Discussion occurred about continuity of signs vs. local jurisdiction input, station installation, lighting, local area map to include bike routes and walking paths, maintenance, and advertising. Motion passed.
- Managing Director Kutrosky and staff spoke about the Sacramento-Roseville 3<sup>rd</sup> Track Project that will increase service to 10 round trips per day to/from Roseville. About a \$90K increase is needed to complete the environmental documentation necessary for the project. Director Rayburn questioned overall cost and was told the original estimate of \$225 million has increased to \$275 million due to various requirements. Other questions were raised about public interest at meetings and the thruway motor coach location changes in the future. Public comment was given about Amtrak credit card bank changes and guest rewards points and new service needed to Travis AFB after the new Fairfield/Vacaville station opens. Motion passed.
- Staff gave a presentation on the Vision Implementation Plan Update that will examine the phasing and construction option alternatives of various project alignments. Director Spering questioned the alignment between Oakland to San Jose and wondered when a decision about this would be needed from the Board. Managing Director Kutrosky responded that various impacts will delay any action until about 2017 or so.
- Managing Director Kutrosky discussed his managing director's report stating ridership was up and on-time performance was very good, although some delays were caused by trespasser fatalities with a total of 14 year to date. His plan is to work with Operation Lifesaver to help prevent future fatalities. An 8% drop in fuel consumption was due in part to plug-in power at specific stations. He is working with the Super Bowl committee for increased train service and capacity for the week leading up to and including the event.
- Chair Murray asked if there were any questions on the work completed report or work in progress report by Managing Director Kutrosky. Director Jennings questioned about the marketing activities and promotions for the Oakland Raiders games. Director Spering asked to have conductors enforce the requirement for passengers to move their luggage or belongings off the seats.